



Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, December 8, 2021

9:00 AM

FrontLines Headquarters

The UTA Board of Trustees will meet in person at UTA FrontLines Headquarters (FLHQ) 669 W. 200 S., Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

1. **Call to Order and Opening Remarks** Chair Carlton Christensen
2. **Pledge of Allegiance** Chair Carlton Christensen
3. **Safety First Minute** Sheldon Shaw
4. **Public Comment** Chair Carlton Christensen
5. **Consent** Chair Carlton Christensen
 - a. Approval of November 19, 2021 Special Board Meeting Minutes
 - b. Approval of December 1, 2021 Board Meeting Minutes
6. **Reports**
 - a. Agency Report Mary DeLoretto
 - Complimentary Fare and Service Updates
 - 700 South Catenary Upgrade Project
 - Grants Update
 - b. Financial Report - October 2021 Bill Greene
Brad Armstrong
Daniel Hofer
7. **Resolutions**
 - a. R2021-12-06 - Resolution Adopting the Authority's 2022-2026 Capital Plan Bill Greene
David Hancock
Daniel Hofer

- b. R2021-12-07 - Resolution Authorizing the Purchase of Real Property as part of the UVX Project and Settlement Agreement with University Place SPE, LLC
- Paul Drake
Spencer Burgoyne

8. Contracts, Disbursements and Grants

- a. Change Order: Learning Management System - Additional Training (SumTotal)
- Kim Shanklin
- b. Pre-Procurements
- General Bus Maintenance
- Todd Mills
Kyle Stockley

9. Service and Fare Approvals

- a. Fare Agreement: Pass Purchase and Administration (Visit Ogden)
- Monica Morton
Jonathan Salazar
- b. Fare Agreement: Pass Purchase and Administration - Amendment 3 (The Church of Jesus Christ of Latter-Day Saints)
- Monica Morton
Stacey Adamson
- c. Fare Agreement: Eco Trip Rewards Custom Fare - Amendment 2 (Intermountain Health Care Services, Inc.)
- Monica Morton
Stacey Adamson
- d. Fare Agreement: Eco Trip Rewards Custom Fare - Amendment 2 (SelectHealth)
- Monica Morton
Stacey Adamson
- e. Fare Agreement: Ski Bus Service - Amendment 2 (Davis County)
- Monica Morton
Jonathan Salazar
- f. Fare Agreement: Ski Bus Service - Amendment 2 (Morgan County)
- Monica Morton
Jonathan Salazar
- g. Fare Agreement: Ski Bus Service - Amendment 1 (SMHG Management LLC/Powder Mountain)
- Monica Morton
Jonathan Salazar

10. Discussion Items

- a. UTA 2022 Final Budget and Public Engagement Report
- Bill Greene
Megan Waters

11. Other Business

Chair Carlton Christensen

- a. Next Meeting: Wednesday, December 15th, 2021 at 9:00 a.m.

12. Closed Session

Chair Carlton Christensen

- a. Strategy Session to Discuss Collective Bargaining

13. Open Session**14. Adjourn**

Chair Carlton Christensen

Meeting Information:

- Members of the Board of Trustees and meeting presenters will participate in person, however trustees may join electronically as needed.
- For in-person attendance please consider current CDC COVID-19 guidelines regarding masking and distancing.
- Meeting proceedings may be viewed remotely by following the instructions and link on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>
- In the event of technical difficulties with the remote live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location.
- Public Comment may also be given through alternate means. See instructions below.
 - o Comment online at <https://www.rideuta.com/Board-of-Trustees>
 - o Comment via email at boardoftrustees@rideuta.com
 - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the board meeting.
 - o Comments submitted before 2:00 p.m. on Tuesday, December 7th will be distributed to board members prior to the meeting.
- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3535. Request for accommodations should be made at least two business days in advance of the scheduled meeting.



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Jana Ostler, Board Manager
FROM: Jana Ostler, Board Manager

TITLE:

Approval of November 19, 2021 Special Board Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the November 19, 2021 special Board of Trustees meeting

BACKGROUND:

A special meeting of the UTA Board of Trustees was held in-person and broadcast live via the link and instructions on the UTA Board Meetings page on Friday November 19, 2021 at 9:00 a.m. Minutes from the meeting document the actions of the Board and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website <https://www.utah.gov/pmn/sitemap/notice/717509.html>](https://www.utah.gov/pmn/sitemap/notice/717509.html) and video feed is available through the [UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>](https://rideuta.com/Board-of-Trustees/Meetings).

ATTACHMENTS:

1. 2021-11-19_BOT_Minutes_unapproved



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Friday, November 19, 2021

9:00 AM

FrontLines Headquarters

Special Meeting

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Christensen welcomed attendees and called the meeting to order at 9:01 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Sheldon Shaw, UTA Director of Safety & Security, delivered a brief safety message.

4. Public Comment

No public comment was given. (Online comments received were distributed to the board for review prior to the meeting and are included as Appendix A to these minutes.)

5. Resolutions

a. R2021-11-03 - Resolution Establishing the Terms and Conditions of Employment for Executive Director Jay Fox

Kim Shanklin, UTA Chief People Officer, recommended the board adopt the resolution, which establishes the terms and conditions of employment for Jay Fox as UTA Executive Director. The employment agreement is for three years with two one-year options. Ms. Shanklin outlined the key terms of the agreement, which include a \$265,000 base salary, choice of participation in a defined benefit or 401A retirement plan, 11 years of credit toward vacation accrual, two months of temporary housing, two months of COBRA reimbursement, and six months of severance and insurance if Mr. Fox is terminated without cause.

Chair Christensen spoke about the recruitment process. The trustees each expressed support for Mr. Fox and endorsed his qualifications.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

Following the vote, Chair Christensen yielded the floor to Mr. Fox for comment. Mr. Fox expressed his appreciation and excitement for building on partnerships inside and outside of UTA. He then spoke about opportunities that come with growth, his intentions for the organization, and his leadership philosophy.

6. Other Business

- a. Next Meeting: Wednesday, December 1, 2021 at 9:00 a.m.

7. Adjourn

A motion adjourn was made by Trustee Acerson, and seconded by Trustee Holbrook. The motion carried by a unanimous vote.

The meeting adjourned at 9:19 a.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/717509.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

Carlton J. Christensen
Chair, Board of Trustees

Appendix A

**Online Public Comment
to the
Board of Trustees of the Utah Transit Authority (UTA)
Special Board Meeting**

Received on November 17, 2021, from George Chapman:

Although Mr Fox has extensive experience, it appears that it is focused on rail which has historically been used by UTA to decrease transit service for westside/lower economic areas of Utah. If UTA would spend half as much as the double tracking proposal on expanding bus service and lowering bus fares to \$1, there wouldn't be this inequitable transit service between areas.

I am also concerned because Mr. Fox's specialty is rail, not Utah and it will take years to understand the transit issues of Utah compared to the Eastern US rail corridor. He would be a great candidate for the US Department of Transportation as a Secretary or a Deputy Secretary.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Jana Ostler, Board Manager
FROM: Jana Ostler, Board Manager

TITLE:

Approval of December 1, 2021 Board Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the December 1, 2021 Board of Trustees meeting

BACKGROUND:

A meeting of the UTA Board of Trustees was held in-person and broadcast live via the link and instructions on the UTA Board Meetings page on Wednesday December 1, 2021 at 9:00 a.m. Minutes from the meeting document the actions of the Board and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website](https://www.utah.gov/pmn/sitemap/notice/718827.html) <<https://www.utah.gov/pmn/sitemap/notice/718827.html>> and video feed is available through the [UTA Board Meetings page](https://rideuta.com/Board-of-Trustees/Meetings) <<https://rideuta.com/Board-of-Trustees/Meetings>>.

ATTACHMENTS:

1. 2021-12-01_BOT_Minutes_unapproved



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, December 1, 2021

9:00 AM

FrontLines Headquarters

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Christensen welcomed attendees and called the meeting to order at 9:01 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Sheldon Shaw, UTA Director of Safety & Security, provided a brief safety message.

4. Public Comment

Public comment was given by Claudia Johnson. Ms. Johnson would like buses to pull closer to the curb. She said she was told the reason buses do not pull closer is that it is prohibited by UTA's tire leasing agreement, which Ms. Johnson finds concerning. Ms. Johnson concluded her remarks by encouraging public participation in UTA board meetings.

Chair Christensen noted that online comments received were distributed to the board for review prior to the meeting and are included as Appendix A to these minutes.

5. Consent

a. **Approval of November 04, 2021 Public Hearing for UTA 2022 Tentative Budget Minutes**

b. **Approval of November 10, 2021 Board Meeting Minutes**

A motion to approve the consent agenda was made by Trustee Holbrook and seconded by Trustee Acerson. The motion carried unanimously.

6. Reports

a. **Agency Report**
- **Raise Grant Award**

- UTA Recognized as Apprentice Champion by Workforce Services and Apprenticeship Utah Network

Raise Grant Award

Mary DeLoretto, UTA Interim Executive Director, announced the agency's receipt of a federal RAISE grant award in the amount of \$950,000 for the TechLink Corridor Study in Salt Lake City. The total project cost is estimated at \$1.4 million.

Discussion ensued. A question on the name selection of "TechLink corridor" was posed by the board and answered by Ms. DeLoretto.

UTA Recognized as Apprentice Champion by Workforce Services and Apprenticeship Utah Network

Ms. DeLoretto was joined by Stacy Palacios, UTA Manager of Training & Development. Ms. DeLoretto reported UTA was presented with the Apprenticeship Champion Award by the Utah Department of Workforce Services Apprenticeship Network. The award recognizes the agency's bus maintenance apprenticeship program. Ms. Palacios spoke about the apprenticeship program and UTA's participation in the apprenticeship network. Ms. DeLoretto then highlighted Ms. Palacios's role at the agency and thanked her for her efforts.

Discussion ensued. A question on the geographic scope of the apprenticeship network was posed by the board and answered by Ms. Palacios. The board commended Ms. Palacios for her work.

7. Resolutions

a. R2021-12-01 - Resolution Appointing Mike Hurst as Internal Auditor and Officer of the Board

Carlton Christensen summarized the resolution, which appoints Mike Hurst as UTA Internal auditor, Ethics Officer, and Officer of the UTA Board of Trustees.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

b. Oath of Office: Internal Auditor and Officer of the Board- Mike Hurst

The oath of office was administered to Mr. Hurst. Chair Christensen then yielded the floor to Mr. Hurst for a few brief remarks.

c. R2021-12-02 - Resolution Establishing an Employee Retirement Plan Contribution Rate Policy

Trustee Jeff Acerson was joined by Bill Greene, UTA Chief Financial Officer. Trustee Acerson outlined the resolution, which sets the pension funding contribution rate at

16%. The funding level is the same as the previously approved rate.

A motion was made by Trustee Holbrook, and seconded by Chair Christensen, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

d. R2021-12-03 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Board of Trustees and Audit Committee for Calendar Year 2022

Chair Christensen reviewed the resolution, which gives notice and sets the board and audit committee meeting dates for the calendar year 2022.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

e. R2021-12-04 - Resolution Approving the Title VI Service and Fare Equity Analysis for December 2021 Change Day

Andrew Gray, UTA Civil Rights Compliance Officer - Title VI & DBE, was joined by Megan Waters, UTA Community Engagement Manager. Mr. Gray summarized the resolution, which approves the Title VI service and fare equity analysis for the December 2021 change day. The analysis revealed the following:

- Discontinuance of route F522 to be replaced by On Demand microtransit service: no disparate impact or disproportionate burden with the addition of microtransit service
- Discontinuance of route 454: no disparate impact
- Route 451 realignment: no disparate impact

Mr. Gray also noted UTA's low-income reduced fare program, which will be considered by the board in late December 2021, will provide a significant benefit (50% discount) to populations falling under 150% of the federal poverty level.

Ms. Waters reviewed key points from the reduced fare pilot community engagement report, including engagement efforts, feedback themes, opportunities for improvement, and recommended next steps.

Discussion took place throughout the presentation of the resolution. Questions on data sources used in the analysis, the poverty level percentage in the low-income reduced fare program, requirements for increasing the poverty level percentage, and communications strategies for changes on route F522 were posed by the board and answered by staff. Trustee Holbrook recommended ongoing communications efforts for the implementation of On Demand service on the west side of Salt Lake City. Chair Christensen suggested targeted marketing for the On Demand service to residents and companies located within the On Demand service area. With respect to the low-income fare program, Chair Christensen recommended partnering with school districts to

consider connecting families who use the free or reduced fare lunch program with the UTA program. Trustee Holbrook suggested looking at opportunities to utilize service agencies in the community to increase program participation.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

f. R2021-12-05 - Resolution Adopting the Eco Pass Fare Structure of the Agency

Monica Morton, UTA Fares Director, outlined the resolution, which adopts a new Eco pass fare structure for the agency that reflects adjustments made due to the COVID-19 pandemic.

Discussion ensued. Questions on major shifts in the pass fare structure and contemplation of different commuter travel patterns (e.g., hybrid work schedules) were posed by the board and answered by Ms. Morton.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

8. Contracts, Disbursements and Grants

a. Contract: Mount Ogden Business Unit Expansion (R & O Construction)

David Hancock, UTA Acting Chief Service Development Officer, was joined by Andrea Pullos, UTA Project Manager III. Ms. Pullos requested the board approve a contract in the amount of \$3,723,287 for expansion of the Mount Ogden business unit bus maintenance bays.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

b. Contract: Slewing Ring Parts for Light Rail Overhaul (Siemens Mobility Inc.)

Mr. Hancock asked the board to approve a contract with Siemens Mobility Inc. in the amount of \$694,224 for slewing ring parts.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

c. Contract: S70 Auxiliary Power Supply (APS) Replacement for Light Rail Overhaul (Siemens Mobility, Inc.)

Mr. Hancock requested the board approve a contract with Siemens Mobility Inc. in the amount of \$5,777,981 for replacement of the APS units on the S70 light rail vehicles.

Discussion ensued. A question on the manufacturer's pricing was posed by the board

and answered by Mr. Hancock.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

d. Contract: Locomotive Truck Frame Overhaul (Wabtec Transportation Systems, LLC)

Mr. Hancock asked the board to approve a contract with Wabtec Transportation Systems, LLC in the not-to-exceed amount of \$1,373,783.36 for 32 commuter rail vehicle truck frames and associated parts.

Discussion ensued. Questions on the time required for work on individual truck frames and opportunities for onsite quality control inspections were posed by the board and answered by Mr. Hancock.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

9. Service and Fare Approvals

a. Fare Agreement: Ski Bus Service (Sundance Mountain Resort)

Stacey Adamson, UTA Senior Sales Representative, was joined by Ms. Morton. Ms. Adamson asked the board to approve a fare agreement with Sundance Mountain Resort for ski bus service. The total estimated contract value is between \$2,500-\$4,200.

Discussion ensued. A question on the number of riders paying full fare was posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this fare agreement be approved. The motion carried by a unanimous vote.

b. Fare Agreement: Ski Bus Service - Amendment 1 (Snowbasin Resort Company)

Ms. Morton was joined by John Salazar, UTA Acting Regional General Manager - Mt. Ogden Business Unit. Ms. Morton asked the board to approve an amendment to the fare agreement with Snowbasin Resort Company in the amount of \$46,381 for ski bus service. The total contract value, including the amendment, is \$92,677.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this fare agreement be approved. The motion carried by a unanimous vote.

c. Sponsored Fare Agreement: Trolley Bus Service - Amendment 2 (Layton City Corporation)

Ms. Morton was joined by Mr. Salazar. Ms. Morton requested the board approve an amendment to the sponsored fare agreement with Layton City Corporation in the amount of \$179,004 for trolley bus service. The total contract value, including the amendment, is \$500,922.

Discussion ensued. A question on how the sponsored fare amount was determined was posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this sponsored fare agreement be approved. The motion carried by a unanimous vote.

d. Sponsored Fare Agreement: Trolley Bus Service - Amendment 2 (Ogden City)

Ms. Morton was joined by Mr. Salazar. Ms. Morton asked the board to approve an amendment to the sponsored fare agreement with Ogden City in the amount of \$70,213 for trolley bus service. The total contract value, including the amendment, is \$215,447.

Discussion ensued. A question on the quality of the trolley buses in comparison to regular buses was posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this sponsored fare agreement be approved. The motion carried by a unanimous vote.

e. Sponsored Fare Agreement: Lagoon/Station Park Shuttle Bus Service - Amendment 2 (Farmington City Corporation)

Ms. Morton was joined by Mr. Salazar. Ms. Morton requested the board approve an amendment to the sponsored fare agreement with Farmington City Corporation in the amount of \$76,350 for shuttle bus service. The total contract value, including the amendment, is \$293,700.

Discussion ensued. A question on regular bus use for high school student Lagoon days was posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this sponsored fare agreement be approved. The motion carried by a unanimous vote.

10. Other Business

- a. Next Meeting: Wednesday, December 8th, 2021 at 9:00 a.m.

11. Closed Session

a. Strategy Session to Discuss Pending or Reasonably Imminent Litigation

Chair Christensen indicated there were matters to be discussed in closed session relative to pending or reasonably imminent litigation.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, for a closed session. The motion carried by a unanimous vote.

Chair Christensen called for a brief recess at 10:18 a.m.

The meeting resumed in closed session at 10:26 a.m.

12. Open Session

A motion was made by Trustee Holbrook, seconded by Trustee Acerson, to return to open session. The motion carried by a unanimous vote and the board returned to open session at 10:44 a.m.

13. Adjourn

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 10:44 a.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/718827.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

Carlton J. Christensen
Chair, Board of Trustees

Appendix A

**Online Public Comment
to the
Board of Trustees of the Utah Transit Authority
Board Meeting
December 1, 2021**

From George Chapman:

UTA Bd of Trustees Dec 1 mtg comments disagree that UTA provides equity in service

Comments to Board of Trustees 9AM meeting Dec 1 due 2pm day before

I do not agree with UTA's Equity Analysis. Since UTA has received a grant (without a public hearing on the application) that appears to start the process of justifying spending hundreds of millions on a 400S extension of rail to Centeal Station, it is extremely inequitable to spend hundreds of millions, or even think of spending the money on the Eastside of SLC without giving the Westside some equitable transit service. If UTA would plan on and implement electric buses and services that do not zig zag around in a milk run on the Westside, it would be equitable.

In addition, the new system of requiring documentation to UTA for half fare will eliminate many low income without enough documentation. That is very inequitable, and I am being nice when I say that. The solution is to implement a \$1 fare for buses systemwide.

Remember, UTA is giving free fare for the Ogden and UVX (for 2 more years) BRTs which are on the Eastside and serve higher income riders. Without a comensurate fare reduction on the Westside or low income areas, UTA does not meet Federal Equity requirements.

My previous comments on the budget via email (since I am inaudible on the recording) should be part of the budget minutes. I should add that the projects planned by UTA benefit higher income and Eastside users, again inequitable.



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Mary DeLoretto, Interim Executive Director
PRESENTER(S): Mary DeLoretto, Interim Executive Director

TITLE:

Agency Report

- Complimentary Fare and Service Updates
- 700 South Catenary Upgrade Project
- Grants Update

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Mary DeLoretto, Interim Executive Director will report on recent activities of the agency and other items of interest including:

- Complimentary Fare and Service Updates
 - 700 South Catenary Upgrade Project
 - Grants Update
-



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Bill Greene, Chief Financial Officer
PRESENTER(S): Bill Greene, Chief Financial Officer
Brad Armstrong, Senior Manager Budget & Financial Analysis
Dan Hofer, Manager Capital Assets & Process Controls

TITLE:

Financial Report - October 2021

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The Board of Trustees Policy No. 2.1, Financial Management, directs the Chief Financial Officer to present monthly financial statements stating the Authority's financial position, revenues, and expense to the Board of Trustees as soon as practical with monthly and year-to-date budget versus actual report to be included in the monthly financial report. The October 2021 Monthly Financial Statements have been prepared in accordance with the Financial Management Policy and are being presented to the Board. Also provided, is the monthly Board Dashboard which summarizes key information from the October 2021 Monthly Financial Statements.

DISCUSSION:

At the December 8, 2021 meeting, the Senior Manager Budget and Financial Analysis will review the Board Dashboard key items, passenger revenues, sales tax collections and operating expense variances and receive questions from the Board of Trustees. The Manager of Capital Assets and Project Controls will also review the financial status of capital projects and receive questions from the Board of Trustees

ALTERNATIVES:

Not applicable

FISCAL IMPACT:

Not applicable

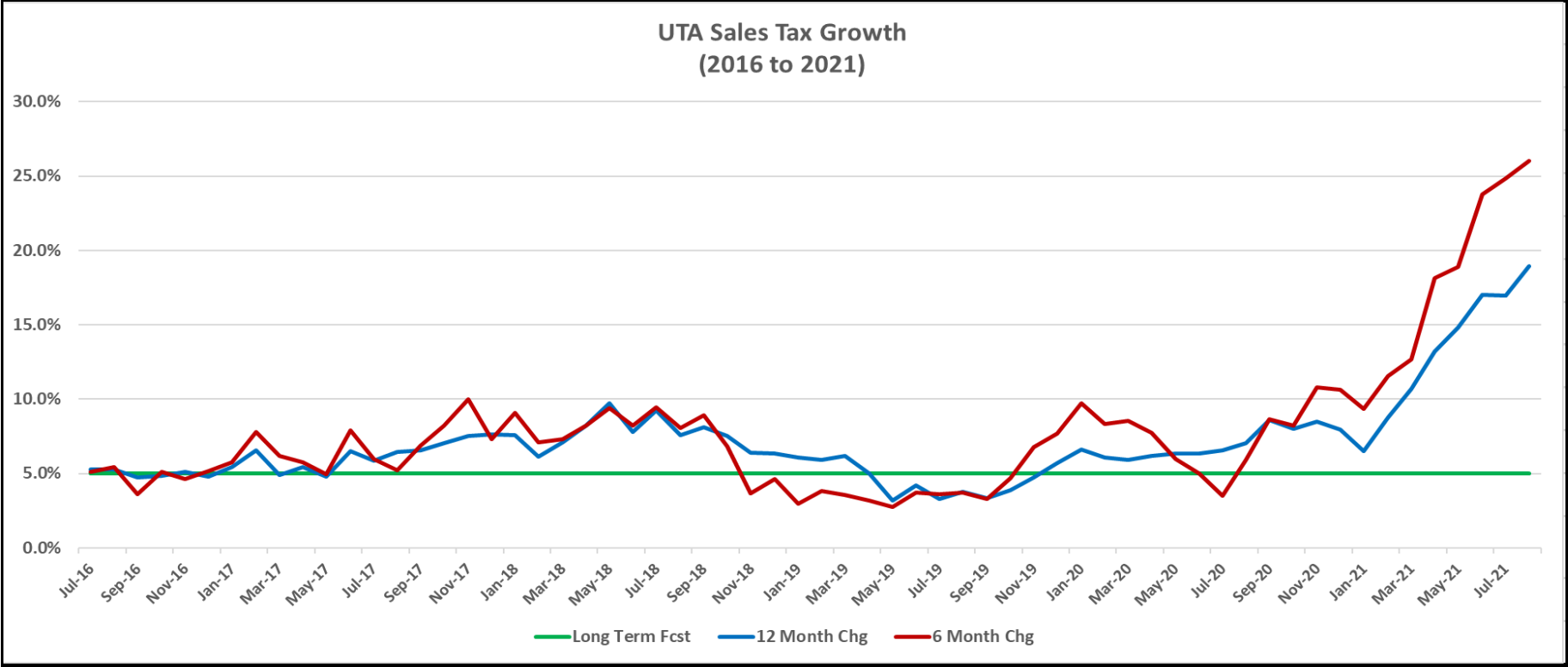
ATTACHMENTS:

- October 2021 Board Dashboard
- October 2021 Monthly Financial Statements

UTA Board Dashboard

October 2021

Financial Metrics	Oct Actual	Oct Budget	Fav/ (Unfav)	%	YTD Actual	YTD Budget	Fav/ (Unfav)	%
Sales Tax (Aug '21 mm \$)	\$ 39.4	\$ 30.6	\$ 8.78	28.7%	\$ 279.1	\$ 233.1	\$ 45.91	19.7%
Fare Revenue (mm)	\$ 3.0	\$ 2.8	\$ 0.25	8.8%	\$ 25.2	\$ 26.2	\$ (1.03)	-3.9%
Operating Exp (mm)	\$ 24.6	\$ 27.5	2.90	10.5%	\$ 251.6	\$ 270.1	\$ 18.53	6.9%
Subsidy Per Rider (SPR)	\$ 9.11	\$ 15.06	\$ 5.95	39.5%	\$ 11.62	\$ 15.06	\$ 3.44	22.8%
UTA Diesel Price (\$/gal)	\$ 2.91	\$ 2.25	\$ (0.66)	-29.5%	\$ 2.49	\$ 2.25	\$ (0.24)	-10.5%
Operating Metrics	Oct Actual	Oct-20	F/ (UF)	%	YTD Actual	YTD 2020	F/ (UF)	%
Ridership (mm)	2.37	1.76	0.6	34.7%	19.52	20.53	(1.0)	-4.9%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.39					

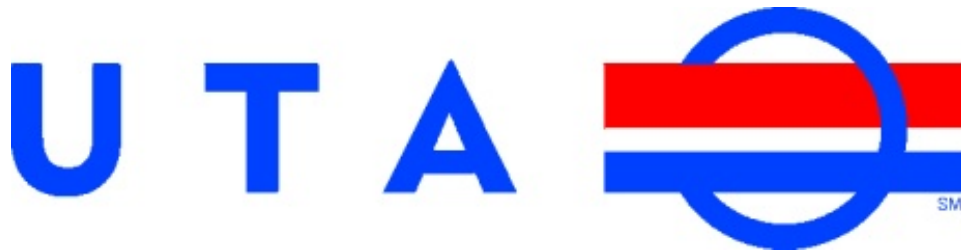


Utah Transit Authority

Financial Statement

(Unaudited)

October 31, 2021



KEY ITEM REPORT
(UNAUDITED)
As of October 31, 2021

EXHIBIT 1-1

	2021 YTD ACTUAL	2021 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Operating Revenue	\$ (26,585,127)	\$ (27,286,000)	\$ (700,873)	-3%
2 Operating Expenses	251,601,830	270,130,793	18,528,963	7%
3 Net Operating Income (Loss)	(225,016,703)	(242,844,793)	17,828,090	7%
4 Capital Revenue	(79,205,447)	(202,365,128)	(123,159,682)	-61%
5 Capital Expenses	105,163,618	267,223,422	162,059,804	61%
6 Net Capital Income (Loss)	(25,958,171)	(64,858,293)	38,900,122	60%
7 Sales Tax	(342,947,261)	(297,037,102)	45,910,159	15%
8 Other Revenue	(225,155,075)	(155,814,167)	69,340,908	45%
9 Debt Service	74,269,444	74,360,032	90,588	0%
10 Sale of Assets	621,020	-	(621,020)	
11 Net Non-Operating Income (Loss)	493,211,872	378,491,237	114,720,635	30%
12 Contribution to Cash Balance	<u>\$ 242,236,998</u>	<u>\$ 70,788,151</u>	<u>\$ 171,448,847</u>	<u>242%</u>
13 Amortization	(157,127)			
14 Depreciation	119,767,353			
15 Total Non-cash Items	<u>\$ 119,610,226</u>			

STATISTICS

RIDERSHIP

2021 Actual	October 2021	October 2020	Difference	2021 YTD	2020 YTD	Difference
16 23,530,441	2,371,338	1,756,316	615,023	19,489,062	20,497,476	(1,008,414)

OPERATING SUBSIDY PER RIDER -

	SPR
17 Net Operating Expense	\$ 251,601,830
18 Less: Passenger Revenue	- (25,156,598)
19 Subtotal	226,445,232
20 Divided by: Ridership	÷ 19,489,062
21 Subsidy per Rider	<u>\$ 11.62</u>

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of October 31, 2021

EXHIBIT 1-2

BALANCE SHEET

	10/31/2021	10/31/2020
CURRENT ASSETS		
1 Cash	\$ 19,185,740	\$ 8,636,481
2 Investments (Unrestricted)	297,835,449	154,236,021
3 Investments (Restricted)	146,312,676	185,068,327
4 Receivables	73,883,681	74,654,562
5 Receivables - Federal Grants	92,782,039	37,711,373
6 Inventories	34,946,204	36,592,792
7 Prepaid Expenses	1,737,718	4,618,189
8 TOTAL CURRENT ASSETS	\$ 666,683,507	\$ 501,517,745
9 Property, Plant & Equipment (Net)	2,898,270,614	2,872,493,966
10 Other Assets	143,621,802	150,215,470
11 TOTAL ASSETS	\$ 3,708,575,923	\$ 3,524,227,181
12 Current Liabilities	91,560,078	\$ 100,922,763
14 Net Pension Liability	96,783,597	103,864,839
15 Outstanding Debt	2,394,341,045	2,444,985,429
16 Net Investment in Capital Assets	696,382,461	
17 Restricted Net Position	64,556,505	
18 Unrestricted Net Position	364,952,237	874,454,150
19 TOTAL LIABILITIES & EQUITY	\$ 3,708,575,923	\$ 3,524,227,181

RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
20 Debt Service Reserves	\$ 3,242	\$ 3,835,398
21 2010/2015 Bond DSR Proceeds	338	18,656,989
22 2018 Bond Proceeds	13,276,947	20,302,340
23 2019 Bond Proceeds	64,348,021	69,548,109
24 Debt Service Interest Payable	53,166,809	46,731,913
25 Risk Contingency Fund	8,043,588	8,010,978
26 Catastrophic Risk Reserve Fund	1,100,598	
27 Box Elder County ROW (sales tax)	1,926,091	7,053,633
28 Joint Insurance Trust	-	7,975,894
29 Davis County Escrow	299,555	1,150,203
30 SL County Escrow	8	207,952
31 Amounts held in escrow	4,144,479	1,594,918
32 TOTAL RESTRICTED RESERVES	\$ 146,309,676	\$ 185,068,327
DESIGNATED GENERAL AND CAPITAL RESERVES		
33 General Reserves	\$ 58,778,000	\$ 57,600,000
34 Service Sustainability Reserves	9,796,000	9,600,000
35 Capital Reserve	44,338,000	37,500,000
36 Debt Reduction Reserve	30,000,000	30,000,000
37 TOTAL DESIGNATED GENERAL AND CAPITAL RESERVES	\$ 142,912,000	\$ 134,700,000
38 TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS	\$ 289,221,676	\$ 319,768,327

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of October 31, 2021

REVENUE & EXPENSES

	ACTUAL Oct-21	ACTUAL Oct-20	YTD 2021	YTD 2020
OPERATING REVENUE				
1 Passenger Revenue	\$ 3,036,843	\$ 2,715,017	\$ 25,156,598	\$ 28,589,521
2 Advertising Revenue	180,000	180,000	1,428,529	2,055,000
3 TOTAL OPERATING REVENUE	\$ 3,216,843	\$ 2,895,017	\$ 26,585,127	\$ 30,644,521
OPERATING EXPENSE				
4 Bus Service	\$ 9,093,894	\$ 8,055,192	\$ 89,404,521	\$ 84,922,315
5 Commuter Rail	1,969,525	1,771,129	18,816,770	17,673,381
6 Light Rail	2,617,434	2,669,310	31,466,617	29,002,728
7 Maintenance of Way	1,576,784	1,676,059	15,774,518	14,922,475
8 Paratransit Service	1,989,148	1,432,537	19,853,685	18,211,877
9 RideShare/Van Pool Services	130,523	281,916	2,967,374	2,657,497
10 Microtransit	325,086		1,749,252	
11 Operations Support	3,640,871	3,470,539	40,150,459	39,346,275
12 Administration	2,388,396	2,932,970	25,738,656	26,573,370
13 Planning/Capital Development/Real Estate	898,689	627,101	5,679,978	4,131,287
14 Non-Departmental	-		-	-
15 TOTAL OPERATING EXPENSE	\$ 24,630,350	\$ 22,916,753	\$ 251,601,830	\$ 237,441,205
16 NET OPERATING INCOME (LOSS)	\$ (21,413,507)	\$ (20,021,736)	\$ (225,016,703)	\$ (206,796,684)
NON-OPERATING EXPENSE (REVENUE)				
17 Investment Revenue	(121,309)	(268,267)	(1,107,083)	(3,057,137)
18 Sales Tax Revenue ¹	(38,054,814)	(24,338,453)	(342,947,261)	(289,280,077)
19 Other Revenue	(587,350)	(1,108,735)	(7,760,412)	(8,911,237)
20 Fed Operations/Preventative Maint. Revenue	(25,193,732)	(17,281,791)	(216,287,580)	(129,403,328)
21 Bond Interest	7,240,169	7,464,390	73,163,771	78,132,067
22 Bond Interest UTCT	159,454	166,223	1,621,539	-
23 Bond Cost of Issuance/Fees	1,475	14,500	95,925	1,118,350
24 Lease Interest	95,766	660,640	1,009,748	7,340,349
25 Sale of Assets	(154,964)	(3,148,628)	621,020	(1,467,927)
26 TOTAL NON-OPERATING EXPENSE	\$ (56,615,305)	\$ (37,840,121)	\$ (491,590,333)	\$ (345,528,940)
27 CONTRIBUTION TO RESERVES	\$ 35,201,798	\$ 17,818,385	\$ 266,573,630	\$ 138,732,256
OTHER EXPENSES (NON-CASH)				
27 Bond Premium/Discount Amortization	(378,378)	(316,206)	(3,769,834)	(5,153,888)
28 Bond Refunding Cost Amortization	293,695	274,240	2,936,945	3,379,127
29 Future Revenue Cost Amortization	67,576	67,576	675,762	675,762
30 Depreciation	11,655,986	25,877,052	119,767,353	124,062,946
31 NET OTHER EXPENSES (NON-CASH)	\$ 11,638,879	\$ 25,902,662	\$ 119,610,226	\$ 122,963,947

¹ Current Year Sales Taxes YTD Include Actuals Plus Two Prior Month Accruals

**BUDGET TO ACTUAL REPORT
(UNAUDITED)**

EXHIBIT 1-4

As of October 31, 2021

CURRENT MONTH

	ACTUAL	BUDGET	VARIANCE	%
	Oct-21	Oct-21	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
OPERATING REVENUE				
1 Passenger Revenue	\$ (3,036,843)	\$ (2,791,000)	\$ 245,843	9%
2 Advertising Revenue	(180,000)	(110,000)	70,000	64%
3 TOTAL OPERATING REVENUE	\$ (3,216,843)	\$ (2,901,000)	\$ 315,843	-11%
OPERATING EXPENSE				
4 Bus Service	\$ 9,093,894	\$ 8,957,005	\$ (136,889)	-2%
5 Commuter Rail	1,969,525	2,046,947	77,422	4%
6 Light Rail	2,617,434	3,420,587	803,153	23%
7 Maintenance of Way	1,576,784	1,658,943	82,159	5%
8 Paratransit Service	1,989,148	2,007,669	18,521	1%
9 RideShare/Van Pool Services	130,523	303,713	173,190	57%
10 Microtransit	325,086	371,001	45,915	12%
11 Operations Support	3,640,871	4,420,670	779,799	18%
12 Administration	2,388,396	3,873,509	1,485,113	38%
13 Planning/Capital Development/Real Estate	898,689	467,014	(431,675)	-92%
14 Non-Departmental	-	-	-	
15 TOTAL OPERATING EXPENSE	\$ 24,630,350	\$ 27,527,058	\$ 2,896,708	11%
16 NET OPERATING INCOME (LOSS)	\$ (21,413,507)	\$ (24,626,058)	\$ 3,212,551	-13%
NON-OPERATING EXPENSE (REVENUE)				
17 Investment Revenue	\$ (121,309)	\$ (400,583)	\$ (279,274)	-70%
18 Sales Tax Revenue	(38,054,814)	(29,271,051)	8,783,763	30%
19 Other Revenue	(587,350)	(888,583)	(301,233)	-34%
20 Fed Operations/Preventative Maint. Revenue	(25,193,732)	(14,292,250)	10,901,482	76%
21 Bond Interest	7,240,169	7,000,203	(239,966)	-3%
22 Bond Interest UTCT	159,454	163,966	4,512	3%
23 Bond Cost of Issuance/Fees	1,475	6,750	5,275	78%
24 Lease Interest	95,766	114,021	18,255	16%
25 Sale of Assets	(154,964)	-	154,964	
26 TOTAL NON-OPERATING EXPENSE (REVENUE)	\$ (56,615,305)	\$ (37,567,527)	\$ 19,047,778	51%
27 CONTRIBUTION TO RESERVES	\$ 35,201,798	\$ 12,941,469		

BUDGET TO ACTUAL REPORT BY CHIEF
(UNAUDITED)

EXHIBIT 1-4A

As of October 31, 2021

CURRENT MONTH

			VARIANCE	%
	ACTUAL	BUDGET	FAVORABLE	FAVORABLE
	Oct-21	Oct-21	(UNFAVORABLE)	(UNFAVORABLE)
OPERATING EXPENSE				
1 Board of Trustees	\$ 140,822	\$ 240,637	\$ 99,815	41%
2 Executive Director	410,150	657,569	247,419	38%
3 Chief Planning and Engagement Officer	939,594	967,124	27,530	3%
4 Chief Finance Officer	978,720	1,058,838	80,118	8%
5 Chief Operating Officer	19,382,521	21,645,697	2,263,176	10%
6 Chief People Officer	626,510	670,968	44,458	7%
7 Chief Development Officer	635,783	603,884	(31,899)	-5%
8 Chief Enterprise Strategy Officer	1,516,250	1,682,341	166,091	10%
9 Non-Departmental	-	-	-	
10 TOTAL OPERATING EXPENSE	<u>\$ 24,630,350</u>	<u>\$ 27,527,058</u>	<u>\$ 2,896,708</u>	11%

YEAR TO DATE

			VARIANCE	%
	ACTUAL	BUDGET	FAVORABLE	FAVORABLE
	Oct-21	Oct-21	(UNFAVORABLE)	(UNFAVORABLE)
OPERATING EXPENSE				
1 Board of Trustees	\$ 2,050,666	\$ 2,281,011	\$ 230,345	10%
2 Executive Director	6,269,103	6,575,700	306,597	5%
3 Chief Planning and Engagement Officer	6,826,194	9,041,664	2,215,470	25%
4 Chief Finance Officer	9,720,101	11,189,363	1,469,262	13%
5 Chief Operating Officer	202,225,364	212,228,765	10,003,401	5%
6 Chief People Officer	6,007,043	6,685,313	678,270	10%
7 Chief Development Officer	4,417,934	5,102,786	684,852	13%
8 Chief Enterprise Strategy Officer	14,085,425	16,479,358	2,393,933	15%
9 Non-Departmental	-	546,833	546,833	100%
10 TOTAL OPERATING EXPENSE	<u>\$251,601,830</u>	<u>\$ 270,130,793</u>	<u>\$ 18,528,963</u>	7%

BUDGET TO ACTUAL REPORT
(UNAUDITED)
As of October 31, 2021

EXHIBIT 1-5

YEAR TO DATE

	ACTUAL Oct-21	BUDGET Oct-21	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
OPERATING REVENUE				
1 Passenger Revenue	\$ (25,156,598)	\$ (26,186,000)	\$ (1,029,402)	-4%
2 Advertising Revenue	(1,428,529)	(1,100,000)	328,529	30%
3 TOTAL OPERATING REVENUE	\$ (26,585,127)	\$ (27,286,000)	\$ (700,873)	-3%
OPERATING EXPENSE				
4 Bus Service	\$ 89,404,521	\$ 90,221,775	\$ 817,254	1%
5 Commuter Rail	18,816,770	20,071,170	1,254,400	6%
6 Light Rail	31,466,617	33,911,803	2,445,186	7%
7 Maintenance of Way	15,774,518	16,369,007	594,489	4%
8 Paratransit Service	19,853,685	19,995,575	141,890	1%
9 RideShare/Van Pool Services	2,967,374	3,037,138	69,764	2%
10 Microtransit	1,749,252	2,625,746	876,494	33%
11 Operations Support	40,150,459	44,260,848	4,110,389	9%
12 Administration	25,738,656	33,894,823	8,156,167	24%
13 Planning/Capital Development/Real Estate	5,679,978	5,196,075	(483,903)	-9%
14 Non-Departmental	-	546,833	546,833	100%
15 TOTAL OPERATING EXPENSE	\$ 251,601,830	\$ 270,130,793	\$ 18,528,963	7%
16 NET OPERATING INCOME (LOSS)	\$ (225,016,703)	\$ (242,844,793)	\$ 17,828,090	7%
NON-OPERATING EXPENSE (REVENUE)				
17 Investment Revenue	\$ (1,107,083)	\$ (4,005,833)	\$ 2,898,750	-72%
18 Sales Tax Revenue	(342,947,261)	(297,037,102)	(45,910,159)	15%
19 Other Revenue	(7,760,412)	(8,885,833)	1,125,421	-13%
20 Fed Operations/Preventative Maint. Revenue	(216,287,580)	(142,922,500)	(73,365,080)	51%
21 Bond Interest	73,163,771	71,589,593	(1,574,178)	-2%
22 Bond Interest UTCT	1,621,539	1,639,660	18,121	1%
23 Bond Cost of Issuance/Fees	95,925	57,050	(38,875)	-68%
24 Lease Interest	1,009,748	1,073,728	63,980	6%
25 Sale of Assets	621,020	-	(621,020)	
26 TOTAL NON-OPERATING EXPENSE (REVENUE)	\$ (491,590,333)	\$ (378,491,237)	\$ 113,099,096	30%
27 CONTRIBUTION TO RESERVES	\$ 266,573,630	\$ 135,646,444		

	2021 ACTUAL	ANNUAL BUDGET	PERCENT
EXPENSES			
1 REVENUE AND NON-REVENUE VEHICLES	\$ 4,260,225	\$ 47,286,015	9.0%
2 INFORMATION TECHNOLOGY	3,400,987	21,058,786	16.1%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	1,672,534	5,419,280	30.9%
4 CAPITAL PROJECTS	20,464,604	100,404,126	20.4%
5 AIRPORT STATION RELOCATION	7,452,172	9,453,807	78.8%
6 STATE OF GOOD REPAIR	20,585,416	37,374,436	55.1%
7 DEPOT DISTRICT	19,110,556	32,400,124	59.0%
8 OGDEN/WEBER STATE BRT	21,429,000	52,580,513	40.8%
9 TIGER	6,788,124	14,691,019	46.2%
10 TOTAL	<u>\$ 105,163,618</u>	<u>\$ 320,668,106</u>	32.8%
REVENUES			
11 GRANT	\$ 38,327,049	\$ 85,192,380	45.0%
12 STATE CONTRIBUTION	2,185,275	13,914,417	15.7%
13 LEASES (PAID TO DATE)	10,040,437	51,875,592	19.4%
14 BONDS	17,048,881	61,439,830	27.7%
15 LOCAL PARTNERS	11,603,804	30,415,935	38.2%
16 UTA FUNDING	25,958,171	77,829,952	33.4%
17 TOTAL	<u>\$ 105,163,618</u>	<u>\$ 320,668,106</u>	32.8%

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Oct-21	Oct-20	2021	2020
UTA				
Fully Allocated Costs	24,630,350	22,916,754	251,601,830	237,441,734
Passenger Farebox Revenue	3,036,843	2,715,017	25,156,597	28,589,522
Passengers	2,371,338	1,756,316	19,489,062	20,497,476
Farebox Recovery Ratio	12.3%	11.8%	10.0%	12.0%
Actual Subsidy per Rider	\$9.11	\$11.50	\$11.62	\$10.19
BUS SERVICE				
Fully Allocated Costs	12,755,094	11,442,989	125,630,155	119,780,877
Passenger Farebox Revenue	1,392,547	1,252,713	12,048,613	12,966,356
Passengers	1,196,983	949,518	10,154,727	10,506,968
Farebox Recovery Ratio	10.9%	10.9%	9.6%	10.8%
Actual Subsidy per Rider	\$9.49	\$10.73	\$11.19	\$10.17
LIGHT RAIL SERVICE				
Fully Allocated Costs	6,366,413	6,196,465	69,678,083	62,871,982
Passenger Farebox Revenue	623,491	661,938	5,539,285	7,382,496
Passengers	850,085	592,701	6,735,816	7,199,359
Farebox Recovery Ratio	9.8%	10.7%	7.9%	11.7%
Actual Subsidy per Rider	\$6.76	\$9.34	\$9.52	\$7.71
COMMUTER RAIL SERVICE				
Fully Allocated Costs	2,979,637	3,147,501	29,243,668	29,875,754
Passenger Farebox Revenue	391,969	379,721	3,326,185	4,723,561
Passengers	219,462	136,165	1,656,658	1,812,304
Farebox Recovery Ratio	13.2%	12.1%	11.4%	15.8%
Actual Subsidy per Rider	\$11.79	\$20.33	\$15.64	\$13.88
PARATRANSIT				
Fully Allocated Costs	2,174,200	1,643,023	21,790,128	20,170,146
Passenger Farebox Revenue	363,898	187,579	1,730,432	672,375
Passengers	59,668	33,427	451,120	357,458
Farebox Recovery Ratio	16.7%	11.4%	7.9%	3.3%
Actual Subsidy per Rider	\$30.34	\$43.54	\$44.47	\$54.55
RIDESHARE				
Fully Allocated Costs	355,006	486,776	5,259,797	4,742,974
Passenger Farebox Revenue	264,938	233,067	2,512,081	2,844,733
Passengers	45,140	44,505	490,741	621,387
Farebox Recovery Ratio	74.6%	47.9%	47.8%	60.0%
Actual Subsidy per Rider	\$2.00	\$5.70	\$5.60	\$3.05

FAREBOX RECOVERY & SPR
(UNAUDITED)
As of October 31, 2021

EXHIBIT 1-8

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Oct-21	Oct-20	2021	2020
FULLY ALLOCATED COSTS				
Bus Service	\$12,755,094	\$11,442,989	\$125,630,155	\$119,780,877
Light Rail Service	\$6,366,413	\$6,196,465	\$69,678,083	\$62,871,982
Commuter Rail Service	\$2,979,637	\$3,147,501	\$29,243,668	\$29,875,754
Paratransit	\$2,174,200	\$1,643,023	\$21,790,128	\$20,170,146
Rideshare	\$355,006	\$486,776	\$5,259,797	\$4,742,974
UTA	\$24,630,350	\$22,916,754	\$251,601,830	\$237,441,734
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,392,547	\$1,252,713	\$12,048,613	\$12,966,356
Light Rail Service	\$623,491	\$661,938	\$5,539,285	\$7,382,496
Commuter Rail Service	\$391,969	\$379,721	\$3,326,185	\$4,723,561
Paratransit	\$363,898	\$187,579	\$1,730,432	\$672,375
Rideshare	\$264,938	\$233,067	\$2,512,081	\$2,844,733
UTA	\$3,036,843	\$2,715,017	\$25,156,597	\$28,589,522
PASSENGERS				
Bus Service	1,196,983	949,518	10,154,727	10,506,968
Light Rail Service	850,085	592,701	6,735,816	7,199,359
Commuter Rail Service	219,462	136,165	1,656,658	1,812,304
Paratransit	59,668	33,427	451,120	357,458
Rideshare	45,140	44,505	490,741	621,387
UTA	2,371,338	1,756,316	19,489,062	20,497,476
FAREBOX RECOVERY RATIO				
Bus Service	10.9%	10.9%	9.6%	10.8%
Light Rail Service	9.8%	10.7%	7.9%	11.7%
Commuter Rail Service	13.2%	12.1%	11.4%	15.8%
Paratransit	16.7%	11.4%	7.9%	3.3%
Rideshare	74.6%	47.9%	47.8%	60.0%
UTA	12.3%	11.8%	10.0%	12.0%
ACTUAL SUBSIDY PER RIDER				
Bus Service	\$9.49	\$10.73	\$11.19	\$10.17
Light Rail Service	\$6.76	\$9.34	\$9.52	\$7.71
Commuter Rail Service	\$11.79	\$20.33	\$15.64	\$13.88
Paratransit	\$30.34	\$43.54	\$44.47	\$54.55
Rideshare	\$2.00	\$5.70	\$5.60	\$3.05
UTA	\$9.11	\$11.50	\$11.62	\$10.19

SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)

EXHIBIT 1-9

As of October 31, 2021

Classification	Total	Current	31-60 Days	61-90 Days	90-120 Days	Over 120 Days
1 Federal Grants Government ¹	\$ 92,782,039	\$ 92,782,039	-	-	-	-
2 Sales Tax Contributions	63,887,334	35,198,469	\$ 28,688,865	-	-	-
3 Warranty Recovery	1,666,914					
4 Build America Bond Subsidies	3,703,750	740,750	740,750	\$ 740,750	\$ 740,750	\$ 740,750
5 Product Sales and Development	3,677,690	346,285	37,603	3,351,125	3,896	(61,219)
6 Pass Sales	79,920	180,251	(2,253)	(93,253)	(2,465)	(2,360)
7 Property Management	54,111	39,873	13,334	-	-	904
8 Vanpool/Rideshare	148,369	45,425	7,170	2,635	521	92,618
9 Salt Lake City Agreement	364,356	364,356	-	-	-	-
10 Planning	6,674	-	-	-	-	6,674
11 Capital Development Agreement:	-	-	-	-	-	-
12 Other	294,563	1,961,477	-	-	-	-
13 Total	<u>\$ 166,665,720</u>	<u>\$ 131,658,925</u>	<u>\$ 29,485,469</u>	<u>\$ 4,001,257</u>	<u>\$ 742,702</u>	<u>\$ 777,367</u>

Percentage Due by Aging

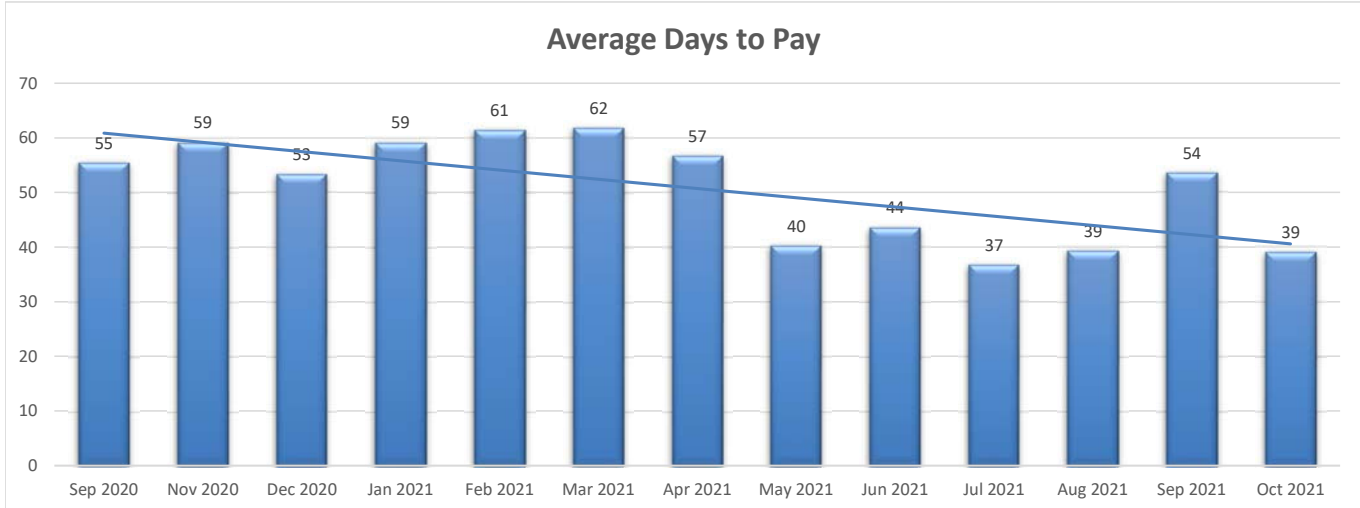
14 Federal Grants Government ¹	100.0%	0.0%	0.0%	0.0%	0.0%
15 Sales Tax Contributions	55.1%	44.9%	0.0%	0.0%	0.0%
16 Warranty Recovery	0.0%	0.0%	0.0%	0.0%	0.0%
17 Build America Bond Subsidies	20.0%	20.0%	20.0%	20.0%	20.0%
18 Product Sales and Development	9.4%	1.0%	91.1%	0.1%	-1.7%
19 Pass Sales	225.5%	-2.8%	-116.7%	-3.1%	-3.0%
20 Property Management	73.7%	24.6%	0.0%	0.0%	1.7%
21 Vanpool/Rideshare	30.6%	4.8%	1.8%	0.4%	62.4%
22 Salt Lake City Agreement	100.0%	0.0%	0.0%	0.0%	0.0%
23 Planning	0.0%	0.0%	0.0%	0.0%	100.0%
24 Capital Development Agreements					
25 Other					
26 Total	79.0%	17.7%	2.4%	0.4%	0.5%

¹ Federal preventive maintenance funds, federal RideShare funds, and federal CARES Act, CRRSA, ARPA funding

SUMMARY OF APPROVED DISBURSEMENTS OVER \$200,000
FROM SEPTEMBER 1, 2021 THROUGH SEPTEMBER 30, 2021
(UNAUDITED)

EXHIBIT 1-10

<u>Contract # and Description</u>	<u>Contract Date</u>	<u>Vendor</u>	<u>Check #</u>	<u>Date</u>	<u>Check Total</u>
R2021-04-01		ROCKY MOUNTAIN POWER	362894	10/6/2021	500,236.68
F-R 199(235)	9/30/2021	FIRST AMERICAN TITLE INSURANCE	888363	10/6/2021	296,600.00
20-3382VW	3/2/2021	ROCKY MOUNTAIN SYSTEMS SERVICE	888435	10/6/2021	230,157.38
18-2851	9/1/2018	ALLIANT INSURANCE SERVICES	888436	10/6/2021	796,102.55
18-2398TP	4/11/2018	GRANITE CONSTRUCTION COMPANY	888437	10/6/2021	2,450,116.09
R2021-04-01		PEHP	ZION-ACH	10/6/2021	229,367.69
R2021-04-01		SELECT HEALTH	ZION-ACH	10/6/2021	665,702.04
R2021-04-01		UTAH STATE TAX WITHHOLDING	WITHDRAWAL	10/7/2021	265,692.00
R2021-04-01		CAMBRIDGE ASSOCIATES, LLC.	ZION-ACH	10/7/2021	865,421.00
20-3401VW	4/6/2021	PAULSEN CONSTRUCTION, INC	888521	10/13/2021	246,709.30
16-1846TP	10/7/2016	STACY AND WITBECK, INC.	888522	10/13/2021	5,704,154.35
R2021-04-01		ROCKY MOUNTAIN POWER	363230	10/20/2021	455,326.02
19-0312PP	8/19/2020	MOTOR COACH INDUSTRIES INC.	363307	10/20/2021	696,785.96
21-3410VW	5/28/2021	KIMLEY-HORN AND ASSOCIATES	888591	10/20/2021	243,794.38
19-03125BM	12/23/2019	RHINEHART OIL CO. INC.	888592	10/20/2021	620,390.95
R2021-04-01		UTAH STATE TAX WITHHOLDING	WITHDRAWAL	10/21/2021	266,543.00
R2021-04-01		CAMBRIDGE ASSOCIATES, LLC.	ZION-ACH	10/21/2021	869,188.00
19-0317PP	12/23/2019	MODERN COMMUNICATIONS SYSTEMS	363414	10/27/2021	302,519.96
20-3382VW	3/2/2021	ROCKY MOUNTAIN SYSTEMS SERVICE	888681	10/27/2021	242,845.46
R2021-04-02		SIEMENS MOBILITY, INC.	888682	10/27/2021	252,756.89
21-3508VW	10/13/2021	UTAH DEPT OF TRANSPORTATION (UDOT)	888683	10/27/2021	406,099.00
18-2705TP	5/4/2018	KIEWIT INFRASTRUCTURE WEST CO.	888684	10/27/2021	2,125,297.95
18-2741	8/23/2018	BIG-D CONSTRUCTION	888685	10/27/2021	2,677,305.74



FAREBOX RECOVERY & IPR	CURRENT MONTH			YEAR TO
UTA				
Fully Allocated Costs	24,630,350	22,916,754	251,601,830	
Passenger Farebox Revenue	3,036,843	2,715,017	25,156,597	
Passengers	2,371,338	1,756,316	19,489,062	
Farebox Recovery Ratio	12.3%	11.8%	10.0%	
Actual Subsidy per Rider	\$ 9.11	\$ 11.50	\$	11.62
BUS SERVICE				
Fully Allocated Costs	12,755,094	11,442,989	125,630,155	
Passenger Farebox Revenue	1,392,547	1,252,713	12,048,613	
Passengers	1,196,983	949,518	10,154,727	
Farebox Recovery Ratio	10.9%	10.9%	9.6%	
Actual Subsidy per Rider	\$ 9.49	\$ 10.73	\$	11.19
LIGHT RAIL SERVICE				
Fully Allocated Costs	6,366,413	6,196,465	69,678,083	
Passenger Farebox Revenue	623,491	661,938	5,539,285	
Passengers	850,085	592,701	6,735,816	
Farebox Recovery Ratio	9.8%	10.7%	7.9%	
Actual Subsidy per Rider	\$ 6.76	\$ 9.34	\$	9.52
COMMUTER RAIL SERVICE				
Fully Allocated Costs	2,979,637	3,147,501	29,243,668	
Passenger Farebox Revenue	391,969	379,721	3,326,185	
Passengers	219,462	136,165	1,656,658	
Farebox Recovery Ratio	13.2%	12.1%	11.4%	
Actual Subsidy per Rider	\$ 11.79	\$ 20.33	\$	15.64
PARATRANSIT				
Fully Allocated Costs	2,174,200	1,643,023	21,790,128	
Passenger Farebox Revenue	363,898	187,579	1,730,432	
Passengers	59,668	33,427	451,120	
Farebox Recovery Ratio	16.7%	11.4%	7.9%	
Actual Subsidy per Rider	\$ 30.34	\$ 43.54	\$	44.47
RIDESHARE				
Fully Allocated Costs	355,006	486,776	5,259,797	
Passenger Farebox Revenue	264,938	233,067	2,512,081	
Passengers	45,140	44,505	490,741	
Farebox Recovery Ratio	74.6%	47.9%	47.8%	
Actual Subsidy per Rider	\$ 2.00	\$ 5.70	\$	5.60



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: David Hancock, Acting Chief Service Development Officer
PRESENTER(S): Bill Greene, Chief Financial Officer
David Hancock, Acting Chief Service Development Officer
Dan Hofer, Manager Capital Assets and Project Controls

TITLE:

R2021-12-06 - Resolution Adopting the Authority's 2022-2026 Capital Plan

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Adopt Resolution R2021-12-06 adopting the 2022-2026 Capital Plan

BACKGROUND:

UTA's 5-year Capital Plan is required to be updated every year, per the UTA Board of Trustees Policy 2.1 Financial Management. The 5-year Capital Plan includes all construction, capital improvements, major equipment purchases, and other special projects requiring expenditures over \$25,000. This includes projects that are funded partially or fully by outside funding sources, such as grants or local partners.

The plan is required to be financially constrained and maintain assets at a state of good repair to protect UTA's capital investments and minimize future maintenance and replacement costs. Five-year forecasts help mitigate the challenges of applying a one-year budget to multi-year projects and support long-range financial planning and prudent management of the Enterprise.

This proposed 5-Year Capital Plan covers the period from 2022 through 2026.

DISCUSSION:

Staff will present the final 5-year Capital Plan for 2022 through 2026 for board approval. Once approved the 2022 capital budget will be incorporated into the final UTA 2022 overall budget that will be presented to the board for approval on December 15th.

Staff presented the updated draft 5-year Capital Plan to the UTA Local Advisory Council on November 17th, 2021. The Local Advisory Council approved and recommended in resolution AR2021-11-01 that the Board approve the 5-year Capital Plan as presented.

ALTERNATIVES:

The Board of Trustees could recommend changes to the plan.

FISCAL IMPACT:

Once the UTA Board approves the final 5-year Capital Plan, the capital budget of \$228,057,748 for fiscal year 2022 will be incorporated into UTA's Final 2022 budget. The 5-year capital plan of \$1,245,020,439 will inform the Agency's 5-year financial plan.

ATTACHMENTS:

- R2021-12-06 - Resolution Adopting the Authority's 2022-2026 Capital Plan

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING THE AUTHORITY'S 2022-2026 CAPITAL PLAN

R2021-12-06

December 8, 2021

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, Board Policy 2.1 – Financial Management requires the Executive Director to develop a five-year capital plan annually that is fiscally constrained, maintains all assets at a state of good repair, protects the Authority's capital investments and minimizes future maintenance and replacement costs; and

WHEREAS, the Authority has developed a Five-Year Capital Plan for the years 2022 through 2026 (the "Plan") which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis; and

WHEREAS, on November 17, 2021, in Resolution AR2021-11-01 the Local Advisory Council reviewed the Authority's proposed Plan and believed it is in the best interest of the Authority and all constituents to approve the 2022-2026 Capital Plan and to forward it to the Board of Trustees with a recommendation for approval; and

WHEREAS, certain capital projects require multi-year authorization to order long lead time parts, equipment, or supplies, or to enter multi-year construction contracts.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority

1. That the Board of Trustees hereby approves the Five-year Capital Plan for the years 2022 through 2026, attached hereto as Exhibit A.

2. That the Authority's 2022 Final Budget will include the 2022 Capital Budget included in the Plan.
3. That the corporate seal be attached hereto.

Approved and adopted this 8th day of December 2021.

Carlton Christensen,
Chair Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

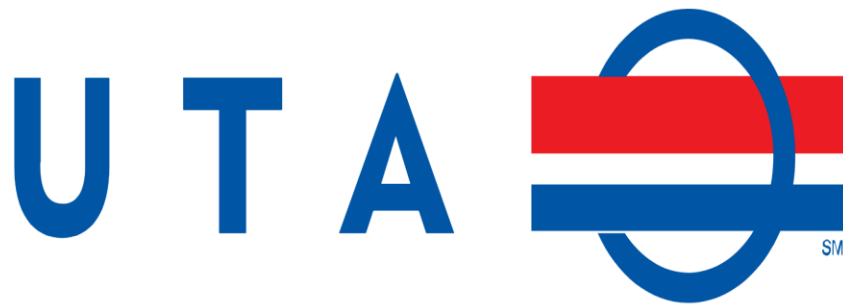
DocuSigned by:
David Wilkins
5E3257B1CF024B9...
Legal Counsel

Exhibit A

2022-2026 Capital Plan

Utah Transit Authority Five-Year Capital Plan

2022-2026



1 Introduction

1.1 Purpose of document

Utah Transit Authority Board of Trustees Policy No. 2.1 Financial Management, requires the Executive Director to develop a five-year capital plan and update it every year for inclusion in the annual budget process discussions and approvals. The plan must be fiscally constrained and maintain all assets in a state of good repair to protect the Authority's capital investments, maintain safety and minimize future maintenance and replacement costs. Five-year forecasts help mitigate challenges of applying a one-year budget to multi-year projects, and also helps in long-range budget planning, including setting of priorities.

1.2 Definition of Capital Projects

For the purpose of this document, capital projects include all construction, capital improvements, major equipment purchases and other special projects requiring one or more expenditures totaling \$25,000 or more. This includes projects that are partially or fully funded by outside funding sources (e.g. grants, state funds, local partners, etc.). Other requests under \$25,000 should be included in departmental operating budgets.

Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or Legal Compliance construction projects
- Energy conservation improvements
- Grounds improvement
- Real Estate Acquisition or Leasing
- Vehicles
- HVAC/Reroofing Projects
- Telecommunication and Information Technology systems (hardware and/or software)
- New or replacement equipment or furniture

2 Five-year Capital Plan Development Process

The annual capital planning process results in a prioritized list of projects for the upcoming fiscal year capital budget and a forward-looking five-year capital plan. In general, the projects incorporated into the capital plan must reflect UTA's Strategic Plan and regional transit initiatives.

2.1 Project Requests

New project requests are submitted annually and prioritized by management for funding consideration. The proposed project should meet a specific objective such as a mobility need, state of good repair or infrastructure need or requirement, and be consistent with UTA's overall strategic plan and goals.

Project requests must include the overall project costs, the yearly budget needs for the project development, and the long-term operating and maintenance costs, including state of good repair costs if applicable. Potential funding sources are also identified in the project request.

2.2 Project Prioritization

Completed project requests are compiled then prioritized by management. Prioritization considerations encompass UTA's Strategic Goals and Objectives including:

- Service
 - Leveraging grants and other partner funds
 - Contributing to system improvements
- Stewardship
 - Maintaining a State of Good Repair
 - Assuring a safe system
- People
 - Benefits to UTA patrons
 - Benefits to UTA employees

Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once prioritized, the draft 5-year plan is submitted to the Executive Team for review. Requests are trimmed as needed to meet the anticipated 5-year budget resources, which is based on committed or reasonably foreseeable funding sources.

3 Proposed Capital Plan

Overview

UTA's capital plan is focused on delivery of projects. A key consideration in developing funding allocations is the agency's project delivery capacity after considering available resources.

As part of the 2022-2026 Five Year Capital Plan, projects have been classified into an "Active" or "Proposed" status. "Active" projects are projects UTA is actively pursuing and has allocated funding. "Proposed" projects are projects that have been identified but do not have all the resources necessary to deliver the project. Resources include:

- Funding
- Detailed Project Scope
- Comprehensive budget estimates
- High-level project delivery schedule
- Adequate personnel to deliver project

As those resources become available and the agency wishes to advance a project to the active classification, the Project Manager or Director/Regional General Manager will coordinate with those individuals responsible for getting a project added to the capital budget and prepare the necessary material for the Board to consider approving the request to advance the project(s). This would typically occur during the annual budget development process but could be advanced after consultation with the Local Advisory Council and Board approval.

The 2022-2026 capital requests have been compiled and prioritized. Tables showing the proposed capital budget by year are presented below in year of expenditure dollars, as well as overall 5-year summaries by both project type and funding source. Attachment A shows the detailed list of projects proposed to be funded, including the annual and 5-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital plan for 2022 will be incorporated into UTA's proposed 2022 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

In the following tables, any discrepancy between the proposed budget and source funds is currently being pursued through the grant applications.

Proposed 2022 Capital Budget Summary

Project Categories	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	1,762,653	1,433,047	299,606	30,000
Asset Management- Facilities	4,600,000	-	-	4,600,000
Asset Management- Rail Infrastructure	9,300,000	-	-	9,300,000
Asset Management- Rail Systems	18,590,000	-	365,000	18,225,000
Asset Management- Vehicle New Purchase	23,625,911	4,983,108	-	18,642,803
Asset Management- Vehicle Rehabilitation	15,221,775	763,779	-	14,457,996
Information Technology	13,614,900	-	-	13,614,900
Major Capital Project	98,872,107	27,098,435	37,368,217	34,405,455
Other Capital Projects	37,112,341	10,012,556	6,016,149	21,083,636
Property/TOD/Real Estate	3,290,000	-	-	3,290,000
Safety & Security/Police	2,068,061	-	-	2,068,061
Grand Total	228,057,748	44,290,925	44,048,972	139,717,851

*UTA 2022 funds include: \$35,000,000 in bonds and approximately \$15,832,000 in leasing

Proposed 2023 Capital Budget Summary

Project Categories	2023 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	306,420	306,420	-	-
Asset Management- Facilities	7,450,000	-	-	7,450,000
Asset Management- Rail Infrastructure	4,075,000	-	-	4,075,000
Asset Management- Rail Systems	22,875,000	12,144,282	-	10,730,718
Asset Management- Vehicle New Purchase	66,993,075	14,902,000	1,431,824	50,659,251
Asset Management- Vehicle Rehabilitation	16,149,275	3,350,000	-	12,799,275
Information Technology	23,057,654	-	-	23,057,654
Major Capital Project	169,847,501	30,647,528	88,856,158	3,303,815
Other Capital Projects	47,279,200	10,197,910	5,554,203	27,187,087
Property/TOD/Real Estate	727,500	-	-	727,500
Safety & Security/Police	1,487,476	-	-	1,487,476
Grand Total	360,248,101	71,548,140	95,842,185	141,477,776

*UTA 2023 funds include: approximately \$5,256,000 in bonds and \$41,921,000 in leasing

Proposed 2024 Capital Budget Summary

Project Categories	2024 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	-	-	-	-
Asset Management- Facilities	6,700,000	-	-	6,700,000
Asset Management- Rail Infrastructure	3,300,000	-	-	3,300,000
Asset Management- Rail Systems	17,966,500	13,100,000	-	4,866,500
Asset Management- Vehicle New Purchase	55,148,832	-	-	55,148,832
Asset Management- Vehicle Rehabilitation	16,685,150	-	-	16,685,150
Information Technology	25,184,865	-	-	25,184,865
Major Capital Project	112,323,299	-	82,323,299	-
Other Capital Projects	31,021,600	1,747,312	3,876,634	23,197,964
Property/TOD/Real Estate	727,500	-	-	727,500
Safety & Security/Police	1,233,224	-	-	1,233,224
Grand Total	270,290,970	14,847,312	86,199,933	137,044,035

*UTA 2024 funds include: \$0 in bonds and approximately \$57,799,000 in leasing

Proposed 2025 Capital Budget Summary

Project Categories	2025 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	-	-	-	-
Asset Management- Facilities	4,450,000	-	-	4,450,000
Asset Management- Rail Infrastructure	6,650,000	-	-	6,650,000
Asset Management- Rail Systems	9,687,500	5,000,000	-	4,687,500
Asset Management- Vehicle New Purchase	48,700,000	-	-	48,700,000
Asset Management- Vehicle Rehabilitation	18,581,775	-	-	18,581,775
Information Technology	10,831,069	-	-	10,831,069
Major Capital Project	112,500,000	-	105,000,000	-
Other Capital Projects	25,426,600	2,340,018	5,216,979	17,869,603
Property/TOD/Real Estate	727,500	-	-	727,500
Safety & Security/Police	1,100,000	-	-	1,100,000
Grand Total	238,654,444	7,340,018	110,216,979	113,597,447

*UTA 2025 funds include: \$0 in bonds and \$51,200,000 in leasing

Proposed 2026 Capital Budget Summary

Project Categories	2026 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	-	-	-	-
Asset Management- Facilities	1,850,000	-	-	1,850,000
Asset Management- Rail Infrastructure	4,900,000	-	-	4,900,000
Asset Management- Rail Systems	5,525,000	750,000	-	4,775,000
Asset Management- Vehicle New Purchase	26,050,000	-	-	26,050,000
Asset Management- Vehicle Rehabilitation	21,000,000	-	-	21,000,000
Information Technology	4,821,676	-	-	4,821,676
Major Capital Project	61,500,000	-	54,000,000	-
Other Capital Projects	20,600,000	-	3,500,000	17,100,000
Property/TOD/Real Estate	727,500	-	-	727,500
Safety & Security/Police	795,000	-	-	795,000
Grand Total	147,769,176	750,000	57,500,000	82,019,176

*UTA 2026 funds include: \$0 in bonds and \$32,800,000 in leasing

Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5-Year Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	2,069,073	1,739,467	299,606	30,000
Asset Management- Facilities	25,050,000	-	-	25,050,000
Asset Management- Rail Infrastructure	28,225,000	-	-	28,225,000
Asset Management- Rail Systems	74,644,000	30,994,282	365,000	43,284,718
Asset Management- Vehicle New Purchase	220,517,818	19,885,108	1,431,824	199,200,886
Asset Management- Vehicle Rehabilitation	87,637,975	4,113,779	-	83,524,196
Information Technology	77,510,164	-	-	77,510,164
Major Capital Project	555,042,907	57,745,963	367,547,674	37,709,270
Other Capital Projects	161,439,741	24,297,796	24,163,965	106,438,290
Property/TOD/Real Estate	6,200,000	-	-	6,200,000
Safety & Security/Police	6,683,761	-	-	6,683,761
Grand Total	1,245,020,439	138,776,395	393,808,069	613,856,285

*UTA 5-year funds include: approximately \$40,906,000 in bonds and \$255,551,000 in leasing

Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2022	228,057,748	44,290,925	44,048,972	139,717,851
2023	360,248,101	71,548,140	95,842,185	141,477,776
2024	270,290,970	14,847,312	86,199,933	137,044,035
2025	238,654,444	7,340,018	110,216,979	113,597,447
2026	147,769,176	750,000	57,500,000	82,019,176
Total	1,245,020,439	138,776,395	393,808,069	613,856,285

*UTA funds include: \$40,256,000 in bonds and \$199,551,000 in leasing

4 Five-Year Plans

The five-year capital plan will be updated annually. Cost estimates and potential funding sources for projects are more accurate the closer they are to year of expenditure; therefore, in addition to including new project requests each year, the plan will be updated as necessary to adjust project costs and year of expenditure as they become more refined for each project. Funding sources and amounts will also be updated as they become more certain.

Approval of the 5-year capital plan will authorize the Agency to enter contracts for those projects that are multi-year in nature.

This 5-year capital plan will inform the ongoing updates to regional transportation plans and associated implementation funding plans prepared by the metropolitan planning organizations within UTA's service area.

4.1 Project Requests

A number of the projects in the 5-year plan assume that significant local, state, and/or federal funds may become available. If those funds do not materialize, the project would need to be delayed until such time as additional funding could be secured. These projects include:

- Midvalley BRT: Federal Transit Administration Small Starts grant anticipated
- SL-Central Headquarters: Significant Local Partner contributions anticipated
- Point of the Mountain Transit: Significant State and/or Federal funds anticipated

For any new capital development project, such as the Mid-Valley BRT, Point of the Mountain Transit, or S-Line Extension, the locally preferred alternative and the funding plan would have to be presented to the UTA Advisory Council and recommended for approval before the project construction could advance.

The details of the UTA 2022 through 2026 Five-year Capital Plan are presented in the attached tables.

Attachment A

UTA 5-Year Capital Plan - Project Detail

2022 through 2026

UTA 5- Year Capital Plan: 2022-2026 Summary

Programs/Projects	2022 Total Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
5310 Project	1,762,653	30,000	306,420	-	-	-	-	-	-	-	2,069,073	30,000
CDA006- 5310 Admin Funds	294,522	-	306,420	-	-	-	-	-	-	-	600,942	-
ICI213- E Voucher Phase 2	538,200	30,000	-	-	-	-	-	-	-	-	538,200	30,000
MSP249- FY19/20 - 5310 Funds - SL/WV	479,576	-	-	-	-	-	-	-	-	-	479,576	-
MSP250- FY19/20 - 5310 Funds - O/L	269,175	-	-	-	-	-	-	-	-	-	269,175	-
MSP251- FY19/20 - 5310 Funds - P/O	181,180	-	-	-	-	-	-	-	-	-	181,180	-
Asset Management- Facilities	4,600,000	4,600,000	7,450,000	7,450,000	6,700,000	6,700,000	4,450,000	4,450,000	1,850,000	1,850,000	25,050,000	25,050,000
FMA559- Office Equipment Reserve	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
FMA652- Equipment Managed Reserve	1,000,000	1,000,000	500,000	500,000	500,000	500,000	1,000,000	1,000,000	500,000	500,000	3,500,000	3,500,000
FMA653- Facilities Rehab and Replacement	1,500,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000	-	-	5,500,000	5,500,000
FMA672- Park and Ride Rehab/Replacement	750,000	750,000	500,000	500,000	750,000	750,000	1,000,000	1,000,000	500,000	500,000	3,500,000	3,500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	500,000	250,000	250,000	250,000	250,000	250,000	250,000	500,000	500,000	1,750,000	1,750,000
FMA679- Building Remodels/Reconfiguration	250,000	250,000	100,000	100,000	100,000	100,000	100,000	100,000	250,000	250,000	800,000	800,000
NP-51- Warm Springs Sewer Line Relocation	500,000	500,000	-	-	-	-	-	-	-	-	500,000	500,000
SGR392- FR Snow Melt System Replacement	-	-	5,000,000	5,000,000	4,000,000	4,000,000	-	-	-	-	9,000,000	9,000,000
Asset Management- Rail Infrastructure	9,300,000	9,300,000	4,075,000	4,075,000	3,300,000	3,300,000	6,650,000	6,650,000	4,900,000	4,900,000	28,225,000	28,225,000
MSP257- Gap filler on FR stations	750,000	750,000	-	-	-	-	-	-	-	-	750,000	750,000
SGR359- Bridge Rehabilitation & Maintenance	300,000	300,000	450,000	450,000	300,000	300,000	400,000	400,000	400,000	400,000	1,850,000	1,850,000
SGR385- Rail Rehab and Replacement	5,500,000	5,500,000	1,375,000	1,375,000	750,000	750,000	4,000,000	4,000,000	2,000,000	2,000,000	13,625,000	13,625,000
SGR393- Grade Crossings Rehab/Replacement	2,500,000	2,500,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,500,000	2,500,000	11,000,000	11,000,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	-	-	1,000,000	1,000,000
Asset Management- Rail Systems	18,590,000	18,225,000	22,875,000	10,730,718	17,966,500	4,866,500	9,687,500	4,687,500	5,525,000	4,775,000	74,644,000	43,284,718
MSP189- Signal Pre-emption Projects w/UDOT	365,000	-	-	-	-	-	-	-	-	-	365,000	-
SGR047- Stray Current Mitigation	525,000	525,000	525,000	525,000	462,500	462,500	462,500	462,500	525,000	525,000	2,500,000	2,500,000
SGR397- Traction Power Rehab/Replacement	10,000,000	10,000,000	17,400,000	5,255,718	13,100,000	-	5,000,000	-	750,000	-	46,250,000	15,255,718
SGR398- OCS Wire Survey	2,700,000	2,700,000	950,000	950,000	904,000	904,000	925,000	925,000	925,000	925,000	6,404,000	6,404,000
SGR403- Train Control Rehab/Replacement	3,000,000	3,000,000	2,000,000	2,000,000	1,500,000	1,500,000	1,300,000	1,300,000	1,325,000	1,325,000	9,125,000	9,125,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000	10,000,000
Asset Management- Vehicle New Purchase	23,625,911	18,642,803	66,993,075	50,659,251	55,148,832	55,148,832	48,700,000	48,700,000	26,050,000	26,050,000	220,517,818	199,200,886
NP-52- VW battery buses	7,118,748	2,135,640	22,030,000	9,918,000	-	-	-	-	-	-	29,148,748	12,053,640
REV205- Non-Rev Service Vehicle Replace	650,000	650,000	750,000	750,000	350,000	350,000	500,000	500,000	750,000	750,000	3,000,000	3,000,000
REV209- Paratransit Vehicle Replacment	3,125,376	3,125,376	3,199,593	3,199,593	3,275,592	3,275,592	3,400,000	3,400,000	3,400,000	3,400,000	16,400,561	16,400,561
REV211- Bus Replacement	11,307,289	11,307,289	35,200,000	35,200,000	50,100,000	50,100,000	43,000,000	43,000,000	20,200,000	20,200,000	159,807,289	159,807,289
REV212- Park City Lo/No Grant	-	-	4,542,522	320,698	-	-	-	-	-	-	4,542,522	320,698
REV232- Van Pool Replacement	1,424,498	1,424,498	1,270,960	1,270,960	1,423,240	1,423,240	1,800,000	1,800,000	1,700,000	1,700,000	7,618,698	7,618,698
Asset Management- Vehicle Rehabilitation	15,221,775	14,457,996	16,149,275	12,799,275	16,685,150	16,685,150	18,581,775	18,581,775	21,000,000	21,000,000	87,637,975	83,524,196
NP-16- GPS Telemetrics System	440,000	440,000	-	-	-	-	-	-	-	-	440,000	440,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,000,000	2,000,000	3,000,000	600,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	14,000,000	11,600,000
REV233- Comet Car Replacement	-	-	2,250,000	2,250,000	3,000,000	3,000,000	3,000,000	3,000,000	7,500,000	7,500,000	15,750,000	15,750,000
SGR040- Light Rail Vehicle Rehab	7,181,775	7,181,775	7,699,275	7,699,275	8,285,150	8,285,150	10,581,775	10,581,775	10,500,000	10,500,000	44,247,975	44,247,975
SGR353- Commuter Rail Engine Overhaul	3,250,000	2,486,221	1,500,000	550,000	-	-	-	-	-	-	4,750,000	3,036,221
SGR386- LRV Accident Repair	1,600,000	1,600,000	700,000	700,000	400,000	400,000	-	-	-	-	2,700,000	2,700,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	750,000	750,000	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	-	-	5,750,000	5,750,000
Information Technology	13,614,900	13,614,900	23,057,654	23,057,654	25,184,865	25,184,865	10,831,069	10,831,069	4,821,676	4,821,676	77,510,164	77,510,164
ICI001- Passenger Information	750,000	750,000	2,000,000	2,000,000	350,000	350,000	-	-	-	-	3,100,000	3,100,000
ICI005- EFC Rehab and Replacement	225,000	225,000	300,000	300,000	-	-	-	-	-	-	525,000	525,000
ICI146- FrontRunner WiFi Enhancements	350,000	350,000	50,000	50,000	50,000	50,000	50,000	50,000	350,000	350,000	850,000	850,000
ICI173- JDE System Enhancement	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	-	200,000	200,000
ICI179- Network & Infrastructure Equipment	398,900	398,900	278,404	278,404	296,740	296,740	280,704	280,704	278,716	278,716	1,533,464	1,533,464
ICI183- Legal SW	30,000	30,000	-	-	-	-	-	-	-	-	30,000	30,000
ICI186- In-house App Dev. & Enhancements	50,000	50,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	850,000	850,000
ICI191- IT Managed Reserved (formerly IT Pool)	300,000	300,000	350,000	350,000	400,000	400,000	400,000	400,000	400,000	400,000	1,850,000	1,850,000
ICI197- Bus Communication On-Board Tech	85,000	85,000	100,000	100,000	100,000	100,000	100,000	100,000	200,000	200,000	585,000	585,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	410,000	410,000	445,000	445,000	210,000	210,000	260,000	260,000	475,000	475,000	1,800,000	1,800,000
ICI199- Rail Communication On-Board Tech	80,000	80,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	480,000	480,000
ICI201- Server, Storage Infrastructure Eq & SW	556,000	556,000	594,000	594,000	473,000	473,000	165,000	165,000	186,000	186,000	1,974,000	1,974,000
ICI202- Radio Communication Infrastructure	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
ICI214- Init APC Upgrade	-	-	335,500	335,500	243,000	243,000	243,000	243,000	262,600	262,600	1,084,100	1,084,100

UTA 5- Year Capital Plan: 2022-2026 Summary

Programs/Projects	2022 Total Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
ICI217- Transit Management Sytem	2,400,000	2,400,000	950,000	950,000	-	-	-	-	-	-	3,350,000	3,350,000
NP-1- New Radio Communication System	-	-	2,000,000	2,000,000	8,000,000	8,000,000	500,000	500,000	-	-	10,500,000	10,500,000
NP-14- Fares Systems Replacement Program	7,000,000	7,000,000	15,054,750	15,054,750	14,612,125	14,612,125	8,382,365	8,382,365	1,999,360	1,999,360	47,048,600	47,048,600
NP-45- ERP / HCM and Maintenance System External Needs Review	150,000	150,000	150,000	150,000	-	-	-	-	-	-	300,000	300,000
NP-46- JDE 9.2. Application Upgrade - UNx	250,000	250,000	-	-	-	-	-	-	-	-	250,000	250,000
NP-47- SharePoint 2016 Migration to SharePoint Online Support	60,000	60,000	-	-	-	-	-	-	-	-	60,000	60,000
NP-54- Customer Relations Software Replacement	370,000	370,000	-	-	-	-	-	-	270,000	270,000	640,000	640,000
Major Capital Project	98,872,107	34,405,455	169,847,501	3,303,815	112,323,299	-	112,500,000	-	61,500,000	-	555,042,907	37,709,270
MSP102- Depot District	32,562,000	25,387,170	12,000,000	188,661	-	-	-	-	-	-	44,562,000	25,575,831
MSP185- Ogden/Weber State University BRT	25,465,107	4,800,000	17,402,501	1,365,154	-	-	-	-	-	-	42,867,608	6,165,154
MSP205- TIGER Program of Projects	8,206,000	2,281,300	2,500,000	-	-	-	-	-	-	-	10,706,000	2,281,300
MSP215- Sharp-Tintic Rail Connection	1,439,000	36,985	8,695,000	-	123,299	-	-	-	-	-	10,257,299	36,985
MSP216- Point of Mountain AA/EIS	3,000,000	-	3,000,000	1,000,000	-	-	-	-	-	-	6,000,000	1,000,000
MSP252- FrontRunner Double Tracking	15,000,000	1,500,000	47,250,000	750,000	86,000,000	-	112,500,000	-	61,500,000	-	322,250,000	2,250,000
MSP253- Mid-Valley Connector	10,000,000	-	70,000,000	-	25,000,000	-	-	-	-	-	105,000,000	-
MSP259- S-Line Extension	1,200,000	-	9,000,000	-	1,200,000	-	-	-	-	-	11,400,000	-
MSP260- 5600 West/Mountain View Corridor Transit Project	2,000,000	400,000	-	-	-	-	-	-	-	-	2,000,000	400,000
Other Capital Projects	37,112,341	21,083,636	47,279,200	27,187,087	31,021,600	23,197,964	25,426,600	17,869,603	20,600,000	17,100,000	161,439,741	106,438,290
MSP122- Positive Train Control	302,000	302,000	-	-	-	-	-	-	-	-	302,000	302,000
MSP132- Technical Support for IPCS Maintenance and Enhancements	85,000	85,000	85,000	85,000	-	-	-	-	-	-	170,000	170,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	3,500,000	-	3,500,000	-	3,500,000	-	3,500,000	-	17,500,000	-
MSP194- 650 South Station	894,146	375,000	-	-	-	-	-	-	-	-	894,146	375,000
MSP198- Wayfinding Signage	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	1,500,000	1,500,000
MSP202- Davis-SLC Community Connector	300,000	300,000	-	-	-	-	-	-	-	-	300,000	300,000
MSP227- Meadowbrook Expansion	250,000	250,000	-	-	-	-	-	-	-	-	250,000	250,000
MSP233- North Temple EOL (SLC CMAQ grant)	-	-	-	-	-	-	3,936,600	-	-	-	3,936,600	-
MSP248- Capital Planning/Env Analysis	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	2,500,000	2,500,000
MSP255- Central Corridor Transit	500,000	35,000	-	-	-	-	-	-	-	-	500,000	35,000
MSP258- Mt Ogden Admin Bldg expansion	500,000	500,000	5,000,000	5,000,000	4,000,000	4,000,000	-	-	-	-	9,500,000	9,500,000
MSP999- Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000	25,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	1,500,000	300,000	1,500,000	300,000	2,000,000	400,000	-	-	-	-	5,000,000	1,000,000
NP-18- Program Management Support	4,000,000	4,000,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	17,200,000	17,200,000
NP-23- 3500 South TSP Upgrade	288,000	288,000	-	-	-	-	-	-	-	-	288,000	288,000
NP-29- New Maintenance Training Facility	480,000	480,000	4,320,000	480,000	2,300,000	380,000	-	-	-	-	7,100,000	1,340,000
NP-31- Optical Detection Next Steps	75,000	75,000	75,000	75,000	-	-	-	-	-	-	150,000	150,000
NP-39- Tooele County Microtransit & Vehicle Electrification	1,608,995	230,099	-	-	-	-	-	-	-	-	1,608,995	230,099
NP-55- Transit Signal Priority On Board Units (TOBU) Project	57,200	39,542	499,200	345,092	821,600	567,964	390,000	269,603	-	-	1,768,000	1,222,201
NP-57- Light Rail Red Signal Enforcement	300,000	300,000	5,000,000	5,000,000	3,500,000	3,500,000	3,000,000	3,000,000	2,500,000	2,500,000	14,300,000	14,300,000
NP-58- MOW Training Yard	1,000,000	1,000,000	1,500,000	1,500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,000,000	4,000,000
NP-59- Trax Operational Simulator	1,000,000	1,000,000	-	-	-	-	-	-	-	-	1,000,000	1,000,000
NP-60- Public Partnership Projects	10,000,000	1,301,995	10,000,000	1,301,995	-	-	-	-	-	-	20,000,000	2,603,990
NP-69- TechLink Corridor Study	450,000	200,000	2,450,000	-	-	-	-	-	-	-	2,900,000	200,000
NP-70- Bus Stop Enhancements	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000	5,000,000
NP-71- Route End of Line (EOL) Enhancements	500,000	500,000	1,500,000	1,250,000	3,000,000	2,750,000	3,000,000	3,000,000	3,000,000	3,000,000	11,000,000	10,500,000
NP-72- System Restrooms	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000	5,000,000
SGR358- Frontrunner Paint Booth	150,000	150,000	-	-	-	-	-	-	-	-	150,000	150,000
SGR390- OK Manufacturing Building	1,350,000	1,350,000	750,000	750,000	-	-	-	-	-	-	2,100,000	2,100,000
NP-76- Historic Utah Southern Rail Trail	22,000	22,000	-	-	300,000	-	-	-	-	-	322,000	22,000
NP-77- Apprenticeship Training Aids	200,000	200,000	-	-	-	-	-	-	-	-	200,000	200,000
Property/TOD/Real Estate	3,290,000	3,290,000	727,500	727,500	727,500	727,500	727,500	727,500	727,500	727,500	6,200,000	6,200,000
NP-10- Property Management - Capital Repairs	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	200,000	200,000
NP-11- SLCentral HQ Office	1,000,000	1,000,000	-	-	-	-	-	-	-	-	1,000,000	1,000,000
NP-12- TOD Working Capital	2,250,000	2,250,000	687,500	687,500	687,500	687,500	687,500	687,500	687,500	687,500	5,000,000	5,000,000
Safety & Security/Police	2,068,061	2,068,061	1,487,476	1,487,476	1,233,224	1,233,224	1,100,000	1,100,000	795,000	795,000	6,683,761	6,683,761
FMA516- Corridor Fencing	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	-	200,000	200,000
FMA535- Ballistic Vest Replacement	15,000	15,000	15,000	15,000	15,000	15,000	25,000	25,000	25,000	25,000	95,000	95,000
FMA538- Police Radio Replacements	56,000	56,000	56,000	56,000	56,000	56,000	-	-	-	-	168,000	168,000

UTA 5- Year Capital Plan: 2022-2026 Summary

Programs/Projects	2022 Total Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
FMA539- Tasers	100,000	100,000	-	-	-	-	-	-	-	-	100,000	100,000
FMA543- Vehicle Replacement/Expansion	370,000	370,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	1,770,000	1,770,000
FMA557- Bus Safety and Security	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	-	-	120,000	120,000
FMA604- Safety General Projects	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	-	400,000	400,000
FMA645- Camera Sustainability	470,000	470,000	420,000	420,000	420,000	420,000	420,000	420,000	420,000	420,000	2,150,000	2,150,000
FMA656- Facility Security	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	-	200,000	200,000
FMA658- Bus Camera Overhaul/Replacement	40,000	40,000	-	-	-	-	-	-	-	-	40,000	40,000
FMA659- Emergency Operations Training	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	-	-	60,000	60,000
FMA676- Security General Projects	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	-	-	80,000	80,000
ICI140- Next Crossing Camera Installation	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	-	-	160,000	160,000
NP-36- Arc Flash Analysis	362,061	362,061	341,476	341,476	87,224	87,224	-	-	-	-	790,761	790,761
NP-38- Police CAD/RMS w Optional Taser/Body Cams	350,000	350,000	-	-	-	-	-	-	-	-	350,000	350,000
Grand Total	228,057,748	139,717,851	360,248,101	141,477,776	270,290,970	137,044,035	238,654,444	113,597,447	147,769,176	82,019,176	1,245,020,439	613,856,285

UTA 5- Year Capital Plan: 2022 Details

Programs/Projects	2022 Total	2022 Bonds	2022 Grants	2022 Grants-	2022 Lease	2022 State	2022 4th Qtr	2022 Local	2022- UTA Local
5310 Project	1,762,653	-	1,433,047	-	-	-	-	299,606	30,000
CDA006- 5310 Admin Funds	294,522	-	294,522	-	-	-	-	-	-
ICI213- E Voucher Phase 2	538,200	-	508,200	-	-	-	-	-	30,000
MSP249- FY19/20 - 5310 Funds - SL/WV	479,576	-	322,986	-	-	-	-	156,590	-
MSP250- FY19/20 - 5310 Funds - O/L	269,175	-	185,276	-	-	-	-	83,899	-
MSP251- FY19/20 - 5310 Funds - P/O	181,180	-	122,063	-	-	-	-	59,117	-
Asset Management- Facilities	4,600,000	-	-	-	-	-	-	-	4,600,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA653- Facilities Rehab and Replacement	1,500,000	-	-	-	-	-	-	-	1,500,000
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	500,000	-	-	-	-	-	-	-	500,000
FMA679- Building Remodels/Reconfiguration	250,000	-	-	-	-	-	-	-	250,000
NP-51- Warm Springs Sewer Line Relocation	500,000	-	-	-	-	-	-	-	500,000
Asset Management- Rail Infrastructure	9,300,000	-	-	-	-	-	-	-	9,300,000
MSP257- Gap filler on FR stations	750,000	-	-	-	-	-	-	-	750,000
SGR359- Bridge Rehabilitation & Maintenance	300,000	-	-	-	-	-	-	-	300,000
SGR385- Rail Rehab and Replacement	5,500,000	-	-	-	-	-	-	-	5,500,000
SGR393- Grade Crossings Rehab/Replacement	2,500,000	-	-	-	-	-	-	-	2,500,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Systems	18,590,000	10,000,000	-	-	-	-	-	365,000	8,225,000
MSP189- Signal Pre-emption Projects w/UDOT	365,000	-	-	-	-	-	-	365,000	-
SGR047- Stray Current Mitigation	525,000	-	-	-	-	-	-	-	525,000
SGR397- Traction Power Rehab/Replacement	10,000,000	10,000,000	-	-	-	-	-	-	-
SGR398- OCS Wire Survey	2,700,000	-	-	-	-	-	-	-	2,700,000
SGR403- Train Control Rehab/Replacement	3,000,000	-	-	-	-	-	-	-	3,000,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	23,625,911	-	4,983,108	-	15,831,787	-	-	-	2,811,016
NP-52- VW battery buses	7,118,748	-	4,983,108	-	-	-	-	-	2,135,640
REV205- Non-Rev Service Vehicle Replace	650,000	-	-	-	-	-	-	-	650,000
REV209- Paratransit Vehicle Replacment	3,125,376	-	-	-	3,100,000	-	-	-	25,376
REV211- Bus Replacement	11,307,289	-	-	-	11,307,289	-	-	-	-
REV232- Van Pool Replacement	1,424,498	-	-	-	1,424,498	-	-	-	-
Asset Management- Vehicle Rehabilitation	15,221,775	-	763,779	-	-	-	7,181,775	-	7,276,221
NP-16- GPS Telemetrics System	440,000	-	-	-	-	-	-	-	440,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR040- Light Rail Vehicle Rehab	7,181,775	-	-	-	-	-	7,181,775	-	-
SGR353- Commuter Rail Engine Overhaul	3,250,000	-	763,779	-	-	-	-	-	2,486,221
SGR386- LRV Accident Repair	1,600,000	-	-	-	-	-	-	-	1,600,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	750,000	-	-	-	-	-	-	-	750,000
Information Technology	13,614,900	-	-	-	-	-	-	-	13,614,900
ICI001- Passenger Information	750,000	-	-	-	-	-	-	-	750,000
ICI005- EFC Rehab and Replacement	225,000	-	-	-	-	-	-	-	225,000
ICI146- FrontRunner WiFi Enhancements	350,000	-	-	-	-	-	-	-	350,000
ICI173- JDE System Enhancement	50,000	-	-	-	-	-	-	-	50,000
ICI179- Network & Infrastructure Equipment	398,900	-	-	-	-	-	-	-	398,900
ICI183- Legal SW	30,000	-	-	-	-	-	-	-	30,000
ICI186- In-house App Dev. & Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI191- IT Managed Reserved (formerly IT Pool)	300,000	-	-	-	-	-	-	-	300,000
ICI197- Bus Communication On-Board Tech	85,000	-	-	-	-	-	-	-	85,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	410,000	-	-	-	-	-	-	-	410,000
ICI199- Rail Communication On-Board Tech	80,000	-	-	-	-	-	-	-	80,000
ICI201- Server, Storage Infrastructure Eq & SW	556,000	-	-	-	-	-	-	-	556,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI217- Transit Management Sytem	2,400,000	-	-	-	-	-	-	-	2,400,000
NP-14- Fares Systems Replacement Program	7,000,000	-	-	-	-	-	-	-	7,000,000

UTA 5- Year Capital Plan: 2022 Details

Programs/Projects	2022 Total	2022 Bonds	2022 Grants	2022 Grants-	2022 Lease	2022 State	2022 4th Qtr	2022 Local	2022- UTA Local
NP-45- ERP / HCM and Maintenance System External Needs Review	150,000	-	-	-	-	-	-	-	150,000
NP-46- JDE 9.2. Application Upgrade - UNx	250,000	-	-	-	-	-	-	-	250,000
NP-47- SharePoint 2016 Migration to SharePoint Online Support	60,000	-	-	-	-	-	-	-	60,000
NP-54- Customer Relations Software Replacement	370,000	-	-	-	-	-	-	-	370,000
Major Capital Project	98,872,107	25,000,000	27,098,435	-	-	33,446,247	400,000	3,921,970	9,005,455
MSP102- Depot District	32,562,000	25,000,000	3,377,587	-	-	3,797,243	-	-	387,170
MSP185- Ogden/Weber State University BRT	25,465,107	-	18,436,103	-	-	2,229,004	-	-	4,800,000
MSP205- TIGER Program of Projects	8,206,000	-	2,798,700	-	-	-	-	3,126,000	2,281,300
MSP215- Sharp-Tintic Rail Connection	1,439,000	-	886,045	-	-	80,000	-	435,970	36,985
MSP216- Point of Mountain AA/EIS	3,000,000	-	-	-	-	3,000,000	-	-	-
MSP252- FrontRunner Double Tracking	15,000,000	-	-	-	-	13,500,000	-	-	1,500,000
MSP253- Mid-Valley Connector	10,000,000	-	-	-	-	9,640,000	-	360,000	-
MSP259- S-Line Extension	1,200,000	-	-	-	-	1,200,000	-	-	-
MSP260- 5600 West/Mountain View Corridor Transit Project	2,000,000	-	1,600,000	-	-	-	400,000	-	-
Other Capital Projects	37,112,341	-	10,012,556	-	-	-	4,038,000	6,016,149	17,045,636
MSP122- Positive Train Control	302,000	-	-	-	-	-	-	-	302,000
MSP132- Technical Support for IPCS Maintenance and Enhancements	85,000	-	-	-	-	-	-	-	85,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP194- 650 South Station	894,146	-	-	-	-	-	-	519,146	375,000
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP202- Davis-SLC Community Connector	300,000	-	-	-	-	-	-	-	300,000
MSP227- Meadowbrook Expansion	250,000	-	-	-	-	-	250,000	-	-
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP255- Central Corridor Transit	500,000	-	465,000	-	-	-	-	-	35,000
MSP258- Mt Ogden Admin Bldg expansion	500,000	-	-	-	-	-	-	-	500,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	1,500,000	-	1,200,000	-	-	-	-	-	300,000
NP-18- Program Management Support	4,000,000	-	-	-	-	-	1,500,000	-	2,500,000
NP-23- 3500 South TSP Upgrade	288,000	-	-	-	-	-	288,000	-	-
NP-29- New Maintenance Training Facility	480,000	-	-	-	-	-	-	-	480,000
NP-31- Optical Detection Next Steps	75,000	-	-	-	-	-	-	-	75,000
NP-39- Tooele County Microtransit & Vehicle Electrification	1,608,995	-	1,378,896	-	-	-	-	-	230,099
NP-55- Transit Signal Priority On Board Units (TOBU) Project	57,200	-	10,256	-	-	-	-	7,402	39,542
NP-57- Light Rail Red Signal Enforcement	300,000	-	-	-	-	-	-	-	300,000
NP-58- MOW Training Yard	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-59- Trax Operational Simulator	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-60- Public Partnership Projects	10,000,000	-	6,958,404	-	-	-	-	1,739,601	1,301,995
NP-69- TechLink Corridor Study	450,000	-	-	-	-	-	-	250,000	200,000
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	1,000,000	-	-
NP-71- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	-	500,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	1,000,000	-	-
SGR358- Fronrunner Paint Booth	150,000	-	-	-	-	-	-	-	150,000
SGR390- OK Manufacturing Building	1,350,000	-	-	-	-	-	-	-	1,350,000
NP-76- Historic Utah Southern Rail Trail	22,000	-	-	-	-	-	-	-	22,000
NP-77- Apprenticeship Training Aids	200,000	-	-	-	-	-	-	-	200,000
Property/TOD/Real Estate	3,290,000	-	-	-	-	-	-	-	3,290,000
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-11- SLCentral HQ Office	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-12- TOD Working Capital	2,250,000	-	-	-	-	-	-	-	2,250,000
Safety & Security/Police	2,068,061	-	-	-	-	-	-	-	2,068,061
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	15,000	-	-	-	-	-	-	-	15,000

UTA 5- Year Capital Plan: 2022 Details

Programs/Projects	2022 Total	2022 Bonds	2022 Grants	2022 Grants-	2022 Lease	2022 State	2022 4th Qtr	2022 Local	2022- UTA Local
FMA538- Police Radio Replacements	56,000	-	-	-	-	-	-	-	56,000
FMA539- Tasers	100,000	-	-	-	-	-	-	-	100,000
FMA543- Vehicle Replacement/Expansion	370,000	-	-	-	-	-	-	-	370,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	470,000	-	-	-	-	-	-	-	470,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA658- Bus Camera Overhaul/Replacement	40,000	-	-	-	-	-	-	-	40,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
NP-36- Arc Flash Analysis	362,061	-	-	-	-	-	-	-	362,061
NP-38- Police CAD/RMS w Optional Taser/Body Cams	350,000	-	-	-	-	-	-	-	350,000
Grand Total	228,057,748	35,000,000	44,290,925	-	15,831,787	33,446,247	11,619,775	10,602,725	77,266,289

UTA 5- Year Capital Plan: 2023 Details

Programs/Projects	2023 Total	2023 Bonds	2023 Grants	2023 Grants-	2023 Lease	2023 State	2023 4th Qtr	2023 Local	2023- UTA Local
5310 Project	306,420	-	306,420	-	-	-	-	-	-
CDA006- 5310 Admin Funds	306,420	-	306,420	-	-	-	-	-	-
Asset Management- Facilities	7,450,000	-	-	-	-	-	-	-	7,450,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	500,000	-	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	-	250,000
FMA679- Building Remodels/Reconfiguration	100,000	-	-	-	-	-	-	-	100,000
SGR392- FR Snow Melt System Replacement	5,000,000	-	-	-	-	-	-	-	5,000,000
Asset Management- Rail Infrastructure	4,075,000	-	-	-	-	-	-	-	4,075,000
SGR359- Bridge Rehabilitation & Maintenance	450,000	-	-	-	-	-	-	-	450,000
SGR385- Rail Rehab and Replacement	1,375,000	-	-	-	-	-	-	-	1,375,000
SGR393- Grade Crossings Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Systems	22,875,000	5,255,718	12,144,282	-	-	-	-	-	5,475,000
SGR047- Stray Current Mitigation	525,000	-	-	-	-	-	-	-	525,000
SGR397- Traction Power Rehab/Replacement	17,400,000	5,255,718	12,144,282	-	-	-	-	-	-
SGR398- OCS Wire Survey	950,000	-	-	-	-	-	-	-	950,000
SGR403- Train Control Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	66,993,075	-	14,902,000	-	39,670,553	-	-	1,431,824	10,988,698
NP-52- VW battery buses	22,030,000	-	12,112,000	-	-	-	-	-	9,918,000
REV205- Non-Rev Service Vehicle Replace	750,000	-	-	-	-	-	-	-	750,000
REV209- Paratransit Vehicle Replacment	3,199,593	-	-	-	3,199,593	-	-	-	-
REV211- Bus Replacement	35,200,000	-	-	-	35,200,000	-	-	-	-
REV212- Park City Lo/No Grant	4,542,522	-	2,790,000	-	-	-	-	1,431,824	320,698
REV232- Van Pool Replacement	1,270,960	-	-	-	1,270,960	-	-	-	-
Asset Management- Vehicle Rehabilitation	16,149,275	-	3,350,000	-	2,250,000	-	7,699,275	-	2,850,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	2,400,000	-	-	-	-	-	600,000
REV233- Comet Car Replacement	2,250,000	-	-	-	2,250,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	7,699,275	-	-	-	-	-	7,699,275	-	-
SGR353- Commuter Rail Engine Overhaul	1,500,000	-	950,000	-	-	-	-	-	550,000
SGR386- LRV Accident Repair	700,000	-	-	-	-	-	-	-	700,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
Information Technology	23,057,654	-	-	-	-	-	-	-	23,057,654
ICI001- Passenger Information	2,000,000	-	-	-	-	-	-	-	2,000,000
ICI005- EFC Rehab and Replacement	300,000	-	-	-	-	-	-	-	300,000
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancement	50,000	-	-	-	-	-	-	-	50,000
ICI179- Network & Infrastructure Equipment	278,404	-	-	-	-	-	-	-	278,404
ICI186- In-house App Dev. & Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	350,000	-	-	-	-	-	-	-	350,000
ICI197- Bus Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	445,000	-	-	-	-	-	-	-	445,000
ICI199- Rail Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Eq & SW	594,000	-	-	-	-	-	-	-	594,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214- Init APC Upgrade	335,500	-	-	-	-	-	-	-	335,500

UTA 5- Year Capital Plan: 2023 Details

Programs/Projects	2023 Total	2023 Bonds	2023 Grants	2023 Grants-	2023 Lease	2023 State	2023 4th Qtr	2023 Local	2023- UTA Local
ICI217- Transit Management Sytem	950,000	-	-	-	-	-	-	-	950,000
NP-1- New Radio Communication System	2,000,000	-	-	-	-	-	-	-	2,000,000
NP-14- Fares Systems Replacement Program	15,054,750	-	-	-	-	-	-	-	15,054,750
NP-45- ERP / HCM and Maintenance System External Needs Review	150,000	-	-	-	-	-	-	-	150,000
Major Capital Project	169,847,501	-	30,647,528	47,040,000	-	86,963,458	188,661	1,892,700	3,115,154
MSP102- Depot District	12,000,000	-	8,694,582	-	-	3,116,757	188,661	-	-
MSP185- Ogden/Weber State University BRT	17,402,501	-	16,037,347	-	-	-	-	-	1,365,154
MSP205- TIGER Program of Projects	2,500,000	-	1,207,300	-	-	-	-	1,292,700	-
MSP215- Sharp-Tintic Rail Connection	8,695,000	-	4,708,299	-	-	3,986,701	-	-	-
MSP216- Point of Mountain AA/EIS	3,000,000	-	-	-	-	2,000,000	-	-	1,000,000
MSP252- FrontRunner Double Tracking	47,250,000	-	-	-	-	46,500,000	-	-	750,000
MSP253- Mid-Valley Connector	70,000,000	-	-	47,040,000	-	22,360,000	-	600,000	-
MSP259- S-Line Extension	9,000,000	-	-	-	-	9,000,000	-	-	-
Other Capital Projects	47,279,200	-	10,197,910	4,340,000	-	-	1,800,000	5,554,203	25,387,087
MSP132- Technical Support for IPCS Maintenance and Enhancements	85,000	-	-	-	-	-	-	-	85,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP258- Mt Ogden Admin Bldg expansion	5,000,000	-	-	-	-	-	-	-	5,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	1,500,000	-	1,200,000	-	-	-	-	-	300,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-29- New Maintenance Training Facility	4,320,000	-	-	3,840,000	-	-	-	-	480,000
NP-31- Optical Detection Next Steps	75,000	-	-	-	-	-	-	-	75,000
NP-55- Transit Signal Priority On Board Units (TOBU) Project	499,200	-	89,506	-	-	-	-	64,602	345,092
NP-57- Light Rail Red Signal Enforcement	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-58- MOW Training Yard	1,500,000	-	-	-	-	-	-	-	1,500,000
NP-60- Public Partnership Projects	10,000,000	-	6,958,404	-	-	-	-	1,739,601	1,301,995
NP-69- TechLink Corridor Study	2,450,000	-	1,950,000	500,000	-	-	-	-	-
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	200,000	-	800,000
NP-71- Route End of Line (EOL) Enhancements	1,500,000	-	-	-	-	-	100,000	250,000	1,150,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
SGR390- OK Manufacturing Building	750,000	-	-	-	-	-	-	-	750,000
Property/TOD/Real Estate	727,500	-	-	-	-	-	-	-	727,500
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
Safety & Security/Police	1,487,476	-	-	-	-	-	-	-	1,487,476
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	15,000	-	-	-	-	-	-	-	15,000
FMA538- Police Radio Replacements	56,000	-	-	-	-	-	-	-	56,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
NP-36- Arc Flash Analysis	341,476	-	-	-	-	-	-	-	341,476

UTA 5- Year Capital Plan: 2023 Details

Programs/Projects	2023 Total	2023 Bonds	2023 Grants	2023 Grants-	2023 Lease	2023 State	2023 4th Qtr	2023 Local	2023- UTA Local
Grand Total	360,248,101	5,255,718	71,548,140	51,380,000	41,920,553	86,963,458	9,687,936	8,878,727	84,613,569

UTA 5- Year Capital Plan: 2024 Details

Progrmas/Projects	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants- Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local
Asset Management- Facilities	6,700,000	-	-	-	-	-	-	-	6,700,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	500,000	-	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	-	250,000
FMA679- Building Remodels/Reconfiguration	100,000	-	-	-	-	-	-	-	100,000
SGR392- FR Snow Melt System Replacement	4,000,000	-	-	-	-	-	-	-	4,000,000
Asset Management- Rail Infrastructure	3,300,000	-	-	-	-	-	-	-	3,300,000
SGR359- Bridge Rehabilitation & Maintenance	300,000	-	-	-	-	-	-	-	300,000
SGR385- Rail Rehab and Replacement	750,000	-	-	-	-	-	-	-	750,000
SGR393- Grade Crossings Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Systems	17,966,500	-	13,100,000	-	-	-	-	-	4,866,500
SGR047- Stray Current Mitigation	462,500	-	-	-	-	-	-	-	462,500
SGR397- Traction Power Rehab/Replacement	13,100,000	-	13,100,000	-	-	-	-	-	-
SGR398- OCS Wire Survey	904,000	-	-	-	-	-	-	-	904,000
SGR403- Train Control Rehab/Replacement	1,500,000	-	-	-	-	-	-	-	1,500,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	55,148,832	-	-	-	54,798,832	-	-	-	350,000
REV205- Non-Rev Service Vehicle Replace	350,000	-	-	-	-	-	-	-	350,000
REV209- Paratransit Vehicle Replacment	3,275,592	-	-	-	3,275,592	-	-	-	-
REV211- Bus Replacement	50,100,000	-	-	-	50,100,000	-	-	-	-
REV232- Van Pool Replacement	1,423,240	-	-	-	1,423,240	-	-	-	-
Asset Management- Vehicle Rehabilitation	16,685,150	-	-	-	3,000,000	-	8,285,150	-	5,400,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	-	3,000,000
REV233- Comet Car Replacement	3,000,000	-	-	-	3,000,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	8,285,150	-	-	-	-	-	8,285,150	-	-
SGR386- LRV Accident Repair	400,000	-	-	-	-	-	-	-	400,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
Information Technology	25,184,865	-	-	-	-	-	-	-	25,184,865
ICI001- Passenger Information	350,000	-	-	-	-	-	-	-	350,000
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancement	50,000	-	-	-	-	-	-	-	50,000
ICI179- Network & Infrastructure Equipment	296,740	-	-	-	-	-	-	-	296,740
ICI186- In-house App Dev. & Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	400,000	-	-	-	-	-	-	-	400,000
ICI197- Bus Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	210,000	-	-	-	-	-	-	-	210,000
ICI199- Rail Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Eq & SW	473,000	-	-	-	-	-	-	-	473,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	-	243,000
NP-1- New Radio Communication System	8,000,000	-	-	-	-	-	-	-	8,000,000
NP-14- Fares Systems Replacement Program	14,612,125	-	-	-	-	-	-	-	14,612,125
Major Capital Project	112,323,299	-	-	30,000,000	-	82,323,299	-	-	-
MSP215- Sharp-Tintic Rail Connection	123,299	-	-	-	-	123,299	-	-	-

UTA 5- Year Capital Plan: 2024 Details

Progrmas/Projects	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants- Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local
MSP252- FrontRunner Double Tracking	86,000,000	-	-	5,000,000	-	81,000,000	-	-	-
MSP253- Mid-Valley Connector	25,000,000	-	-	25,000,000	-	-	-	-	-
MSP259- S-Line Extension	1,200,000	-	-	-	-	1,200,000	-	-	-
Other Capital Projects	31,021,600	-	1,747,312	2,199,690	-	-	1,600,000	3,876,634	21,597,964
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP258- Mt Ogden Admin Bldg expansion	4,000,000	-	-	-	-	-	-	-	4,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	2,000,000	-	1,600,000	-	-	-	-	-	400,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-29- New Maintenance Training Facility	2,300,000	-	-	1,920,000	-	-	-	-	380,000
NP-55- Transit Signal Priority On Board Units (TOBU) Project	821,600	-	147,312	-	-	-	-	106,324	567,964
NP-57- Light Rail Red Signal Enforcement	3,500,000	-	-	-	-	-	-	-	3,500,000
NP-58- MOW Training Yard	500,000	-	-	-	-	-	-	-	500,000
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-71- Route End of Line (EOL) Enhancements	3,000,000	-	-	-	-	-	100,000	250,000	2,650,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-76- Historic Utah Southern Rail Trail	300,000	-	-	279,690	-	-	-	20,310	-
Property/TOD/Real Estate	727,500	-	-	-	-	-	-	-	727,500
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
Safety & Security/Police	1,233,224	-	-	-	-	-	-	-	1,233,224
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	15,000	-	-	-	-	-	-	-	15,000
FMA538- Police Radio Replacements	56,000	-	-	-	-	-	-	-	56,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
NP-36- Arc Flash Analysis	87,224	-	-	-	-	-	-	-	87,224
Grand Total	270,290,970	-	14,847,312	32,199,690	57,798,832	82,323,299	9,885,150	3,876,634	69,360,053

UTA 5- Year Capital Plan: 2025 Details

Programs/Projects	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants- Unfunded	2025 Lease	2025 State	2025 4th Qtr	2025 Local Partners	2025- UTA Local
Asset Management- Facilities	4,450,000	-	-	-	-	-	-	-	4,450,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA653- Facilities Rehab and Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
FMA672- Park and Ride Rehab/Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	-	250,000
FMA679- Building Remodels/Reconfiguration	100,000	-	-	-	-	-	-	-	100,000
Asset Management- Rail Infrastructure	6,650,000	-	-	-	-	-	-	-	6,650,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	-	400,000
SGR385- Rail Rehab and Replacement	4,000,000	-	-	-	-	-	-	-	4,000,000
SGR393- Grade Crossings Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Systems	9,687,500	-	5,000,000	-	-	-	-	-	4,687,500
SGR047- Stray Current Mitigation	462,500	-	-	-	-	-	-	-	462,500
SGR397- Traction Power Rehab/Replacement	5,000,000	-	5,000,000	-	-	-	-	-	-
SGR398- OCS Wire Survey	925,000	-	-	-	-	-	-	-	925,000
SGR403- Train Control Rehab/Replacement	1,300,000	-	-	-	-	-	-	-	1,300,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	48,700,000	-	-	-	48,200,000	-	-	-	500,000
REV205- Non-Rev Service Vehicle Replace	500,000	-	-	-	-	-	-	-	500,000
REV209- Paratransit Vehicle Replacment	3,400,000	-	-	-	3,400,000	-	-	-	-
REV211- Bus Replacement	43,000,000	-	-	-	43,000,000	-	-	-	-
REV232- Van Pool Replacement	1,800,000	-	-	-	1,800,000	-	-	-	-
Asset Management- Vehicle Rehabilitation	18,581,775	-	-	-	3,000,000	-	10,581,775	-	5,000,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	-	3,000,000
REV233- Comet Car Replacement	3,000,000	-	-	-	3,000,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	10,581,775	-	-	-	-	-	10,581,775	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
Information Technology	10,831,069	-	-	-	-	-	-	-	10,831,069
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancement	50,000	-	-	-	-	-	-	-	50,000
ICI179- Network & Infrastructure Equipment	280,704	-	-	-	-	-	-	-	280,704
ICI186- In-house App Dev. & Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	400,000	-	-	-	-	-	-	-	400,000
ICI197- Bus Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	260,000	-	-	-	-	-	-	-	260,000
ICI199- Rail Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Eq & SW	165,000	-	-	-	-	-	-	-	165,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	-	243,000
NP-1- New Radio Communication System	500,000	-	-	-	-	-	-	-	500,000
NP-14- Fares Systems Replacement Program	8,382,365	-	-	-	-	-	-	-	8,382,365
Major Capital Project	112,500,000	-	-	7,500,000	-	105,000,000	-	-	-
MSP252- FrontRunner Double Tracking	112,500,000	-	-	7,500,000	-	105,000,000	-	-	-
Other Capital Projects	25,426,600	-	2,340,018	-	-	-	1,500,000	5,216,979	16,369,603

UTA 5- Year Capital Plan: 2025 Details

Programs/Projects	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants- Unfunded	2025 Lease	2025 State	2025 4th Qtr	2025 Local Partners	2025- UTA Local
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP233- North Temple EOL (SLC CMAQ grant)	3,936,600	-	2,270,092	-	-	-	-	1,666,508	-
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-55- Transit Signal Priority On Board Units (TOBU) Project	390,000	-	69,926	-	-	-	-	50,471	269,603
NP-57- Light Rail Red Signal Enforcement	3,000,000	-	-	-	-	-	-	-	3,000,000
NP-58- MOW Training Yard	500,000	-	-	-	-	-	-	-	500,000
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-71- Route End of Line (EOL) Enhancements	3,000,000	-	-	-	-	-	-	-	3,000,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
Property/TOD/Real Estate	727,500	-	-	-	-	-	-	-	727,500
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
Safety & Security/Police	1,100,000	-	-	-	-	-	-	-	1,100,000
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	25,000	-	-	-	-	-	-	-	25,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
Grand Total	238,654,444	-	7,340,018	7,500,000	51,200,000	105,000,000	12,081,775	5,216,979	50,315,672

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants-Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local Partners	2026- UTA Local
Asset Management- Facilities	1,850,000	-	-	-	-	-	-	-	1,850,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	500,000	-	-	-	-	-	-	-	500,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	-	-	-	-	-	-	-	500,000
FMA679- Building Remodels/Reconfiguration	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Infrastructure	4,900,000	-	-	-	-	-	-	-	4,900,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	-	400,000
SGR385- Rail Rehab and Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR393- Grade Crossings Rehab/Replacement	2,500,000	-	-	-	-	-	-	-	2,500,000
Asset Management- Rail Systems	5,525,000	-	750,000	-	-	-	-	-	4,775,000
SGR047- Stray Current Mitigation	525,000	-	-	-	-	-	-	-	525,000
SGR397- Traction Power Rehab/Replacement	750,000	-	750,000	-	-	-	-	-	-
SGR398- OCS Wire Survey	925,000	-	-	-	-	-	-	-	925,000
SGR403- Train Control Rehab/Replacement	1,325,000	-	-	-	-	-	-	-	1,325,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	26,050,000	-	-	-	25,300,000	-	-	-	750,000
REV205- Non-Rev Service Vehicle Replace	750,000	-	-	-	-	-	-	-	750,000
REV209- Paratransit Vehicle Replacment	3,400,000	-	-	-	3,400,000	-	-	-	-
REV211- Bus Replacement	20,200,000	-	-	-	20,200,000	-	-	-	-
REV232- Van Pool Replacement	1,700,000	-	-	-	1,700,000	-	-	-	-
Asset Management- Vehicle Rehabilitation	21,000,000	-	-	-	7,500,000	-	10,500,000	-	3,000,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	-	3,000,000
REV233- Comet Car Replacement	7,500,000	-	-	-	7,500,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	10,500,000	-	-	-	-	-	10,500,000	-	-
Information Technology	4,821,676	-	-	-	-	-	-	-	4,821,676
ICI146- FrontRunner WiFi Enhancements	350,000	-	-	-	-	-	-	-	350,000
ICI179- Network & Infrastructure Equipment	278,716	-	-	-	-	-	-	-	278,716
ICI186- In-house App Dev. & Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	400,000	-	-	-	-	-	-	-	400,000
ICI197- Bus Communication On-Board Tech	200,000	-	-	-	-	-	-	-	200,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	475,000	-	-	-	-	-	-	-	475,000
ICI199- Rail Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Eq & SW	186,000	-	-	-	-	-	-	-	186,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214- Init APC Upgrade	262,600	-	-	-	-	-	-	-	262,600
NP-14- Fares Systems Replacement Program	1,999,360	-	-	-	-	-	-	-	1,999,360
NP-54- Customer Relations Software Replacement	270,000	-	-	-	-	-	-	-	270,000
Major Capital Project	61,500,000	-	-	7,500,000	-	54,000,000	-	-	-
MSP252- FrontRunner Double Tracking	61,500,000	-	-	7,500,000	-	54,000,000	-	-	-
Other Capital Projects	20,600,000	-	-	-	-	-	1,500,000	3,500,000	15,600,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants- Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local Partners	2026- UTA Local
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-57- Light Rail Red Signal Enforcement	2,500,000	-	-	-	-	-	-	-	2,500,000
NP-58- MOW Training Yard	500,000	-	-	-	-	-	-	-	500,000
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-71- Route End of Line (EOL) Enhancements	3,000,000	-	-	-	-	-	-	-	3,000,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
Property/TOD/Real Estate	727,500	-	-	-	-	-	-	-	727,500
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
Safety & Security/Police	795,000	-	-	-	-	-	-	-	795,000
FMA535- Ballistic Vest Replacement	25,000	-	-	-	-	-	-	-	25,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
Grand Total	147,769,176	-	750,000	7,500,000	32,800,000	54,000,000	12,000,000	3,500,000	37,219,176



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Dave Hancock, Acting Chief Service Development Officer
PRESENTER(S): Paul Drake, Director Real Estate & TOD
Spencer Burgoyne, Manager of Property Administration

TITLE:

R2021-12-07 - Resolution Authorizing the Purchase of Real Property as part of the UVX Project and Settlement Agreement with University Place SPE, LLC

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution R2021-12-07 authorizing the Interim Executive Director to execute the contract for the purchase of real property located at 575 East University Parkway, Orem, UT 84097 for the UVX (BRT) Project.

BACKGROUND:

UTA entered into negotiations with the property owner represented by Woodbury Corporation on 8/16/17. The UVX project design for this location was modified at the owner's request, and a new offer was presented on 1/24/18 for the appraised value of \$1,428,800. This property is occupied by over 150 tenants at University Mall in Orem. Woodbury Corporation requested that we enter into a "friendly" condemnation to clear all tenant issues. Since then, UTA has been in regular contact and negotiations with the owners, tenants and their respective attorneys trying to settle the acquisition.

The attorneys for all parties have reached a settlement agreement in the amount of \$1,582,868. UTA sought FTA concurrence on the Administrative Settlement amount of \$154,068 and on February 2, 2021, the FTA issued a concurrence on the acquisition, specifically concurring that the settlement amount is reasonable, prudent and in the public interest.

DISCUSSION:

Project construction is complete on this project. The Property Owner granted UTA a Permit to Enter and Construct to complete the necessary work on this parcel, while the condemnation action was proceeding.

ALTERNATIVES:

The consequences of not moving forward with the approval process could result in additional court expenses or further delays in settling the matter.

FISCAL IMPACT:

This cost is included in the approved UVX BRT project budget.

ATTACHMENTS:

R2021-12-07 - Resolution Authorizing the Purchase of Real Property as part of the UVX Project and Settlement Agreement with University Place SPE, LLC

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY AUTHORIZING THE PURCHASE OF REAL PROPERTY AS
PART OF THE UVX PROJECT AND SETTLEMENT AGREEMENT WITH
UNIVERSITY PLACE SPE, LLC.**

(Parcels 161B:A, 161B:2A, 161B:E 161B:2E, 161B:3E, 161B:4E, 161B:5E,
161B:6E, 161B:7E, 161B:8E, 161B:9E)

R2021-12-07

December 8, 2021

WHEREAS, Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act;

WHEREAS, the Authority has completed the final construction on the Provo-Orem Transportation UVX Project (the “Project”) in Utah County; and

WHEREAS, the Authority entered into negotiation with the property owner, University Place SPE, LLC (“Seller”), for the acquisition of property in parcels 161B:A, 161B:2A, 161B:E 161B:2E, 161B:3E, 161B:4E, 161B:5E, 161B:6E, 161B:7E, 161B:8E, 161B:9E (“Property”); and

WHEREAS, after engaging Seller in good faith negotiations, the Authority, through counsel, filed a suit in civil case number 200400163 in the Fourth District Court of Utah; and

WHEREAS, the Authority and the Seller, through their respective counsel, have reached a final settlement for the Property; and

WHEREAS, the just compensation and total purchase price for Property, including the fee acquisition, easements, cost to cure items, and interest, is One Million Five Hundred Eighty-Two Thousand Eight Hundred Sixty-Eight Dollars (\$1,582,868.00); and

WHEREAS, the Authority sought concurrence on this acquisition from the Federal Transit Administration (the “FTA”); and

WHEREAS, on February 2, 2021, the FTA issued a concurrence on this acquisition, specifically concurring that the total settlement amount is reasonable, prudent, and in the public interest.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority (the “Board”):

1. That the Board hereby approves the purchase of the Property and administrative settlement in the amount of \$1,582,868.00.
2. That the Board hereby approves the settlement agreement for the purchase of the Property attached hereto as Exhibit A.
3. That the Executive Director and her designee(s) are authorized to execute the attached contract and any closing statements, escrow forms and other documents and instruments, and take any additional actions as may be necessary or prudent to complete the purchase in accordance with the terms indicated herein.
4. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and legal counsel with regard to the purchase of the Property.
5. That the corporate seal be attached hereto.

Approved and adopted this 8th day of December 2021.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved as to Form:

DocuSigned by:

5E3257B1CF024B9...
JTA Legal Counsel

Exhibit A

Stipulation for Final Judgment of Just Compensation and Condemnation

DAVID M. WILKINS (#14887)
TIMOTHY G. MERRILL (#11721)
JAMES L. WARLAUMONT (#3386)
Assistant Attorneys General
SEAN D. REYES (#7969)
Utah Attorney General
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Salt Lake City, Utah 84114-0857
dwilkins@agutah.gov
timmerrill@agutah.gov
Phone: (801)287-2234
jwarlaumont@agutah.gov
Phone: (801)366-0521
Attorneys for Plaintiff

**IN THE FOURTH JUDICIAL DISTRICT COURT
IN AND FOR UTAH COUNTY, STATE OF UTAH**

UTAH DEPARTMENT OF
TRANSPORTATION,

Plaintiff,

vs.

UNIVERSITY PLACE SPE, L.L.C., a Utah
limited liability company; STEWART TITLE
OF UTAH, INC, a Utah corporation, as
Trustee; PACIFIC LIFE INSURANCE
COMPANY, a Nebraska Corporation;
EVERGREEN RESTAURANT, LLC 9501, a
Washington limited liability company;
STERLING JEWELERS, INC., a Delaware
corporation; TEXAS ROADHOUSE
HOLDINGS, LLC, a Kentucky limited
liability company; ZIONS
BANCORPORATION, N.A.; and JOHN
DOES 1-150,

Defendants.

**STIPULATION AND JOINT MOTION
FOR ENTRY OF FINAL JUDGMENT
OF JUST COMPENSATION AND
CONDEMNATION**

Civil No. 200400163

Judge Kraig Powell



REQUESTED RELIEF

Plaintiff, Utah Department of Transportation (“**UDOT**”), on behalf of the Utah Transit Authority (“**UTA**”), and Defendant, University Place SPE, LLC (the “**Owner**” or “**Defendant**”), through counsel, stipulate and jointly move the Court to enter the proposed Final Judgment of Just Compensation and Condemnation as to Defendants.

GROUND FOR RELIEF

The Parties, as grounds for relief, stipulate and agree as follows:

I. JURISDICTION

1. UDOT filed a Second Amended Complaint in Eminent Domain (the “Condemnation Action”) to acquire, by eminent domain, certain property interests owned or claimed by the Defendants relating to a strip taking along University Parkway in Orem, Utah, including any undivided interest in the common area (the “Condemned Property” or “Property”). The Condemned Property is referred to as portions of Utah County Tax Id. Nos. 57:104:0041, 57:104:0042, 57:104:0007, 57:104:0045, 57:104:0046, 57:104:0009, 57:104:0003, 57:104:0004; also denoted by project numbers 161B:A, 161B:2A, 161B:E 161B:2E, 161B:3E, 161B:4E, 161B:5E, 161B:6E, 161B:7E, 161B:8E, 161B:9E, and more particularly described in the Final Judgment of Just Compensation and Condemnation.

2. Owner does not dispute the jurisdiction of the Court for the purpose of this Stipulation and Joint Motion and the accompanying proposed Final Judgment of Just Compensation and Condemnation.

3. UDOT has the right to condemn and acquire the Condemned Property for public use as authorized under Utah Code Ann. § 78B-6-501(11). Improving and expanding the existing

roadway of University Parkway as part of Highway Project No. S-0265(23)3 (the "Project") for which the Property is being acquired, is public in nature. In accordance with state statutes and the Constitution of Utah relating to eminent domain, UDOT has found and declared that the improvements to be constructed in the Project are necessary to, and in, the public interest. UDOT does not seek to condemn, nor to acquire any fee right or title to the larger tract of property, nor any right of reasonable ingress and egress to the larger tract of property as described in Utah Code Ann. § 72-7-103 (2004).

II. CLAIMANT INTERESTS

4. The record title holder of the Condemned Property is University Place SPE, LLC.
5. Defendants Sterling Jewelers Inc., Texas Roadhouse Holdings, LLC, Zions Bancorporation, N.A. and Evergreen Restaurant, LLC 9501, may claim an interest as tenants.
6. Pacific Life Insurance Company may claim an interest as beneficiary of a certain deed of trust.
7. The Trustee, Stewart Title Company, may claim an interest as trustees of that deed of trust.
8. John Does 1 – 150 are also alleged in the Condemnation Action that may claim an interest in the Subject Property. Plaintiff identified no John Doe Defendants having an interest in the Condemned Property. Notwithstanding the foregoing, Owner expressly disclaims any assertion or representation as to whether additional parties are, were, or will be entitled to Just Compensation arising from Plaintiff's actions regarding the Subject Property.
9. Tenant, Zions Bancorporation N.A. filed a Disclaimer of Interest in the Property with the Court on April 5, 2021.

10. Tenant, Texas Roadhouse Holdings, LLC, filed a Disclaimer of Interest in the Property with the Court on July 26, 2021.

11. Tenant, Evergreen Restaurant, LLC 9501, filed a Disclaimer of Interest in the Property with the Court on August 17, 2021.

12. Trustee, Stewart Title Company, filed a Disclaimer of Interest on June 29, 2021.

13. The Court issued a Default Certificate against Tenant Sterling Jewelers, Inc. on August 18, 2021.

14. The Court issued a Default Certificate against Beneficiary Pacific Life Insurance Company on August 19, 2021.

15. The only remaining Defendant claiming an interest in Property is Owner, University Place SPE, LLC.

III. JUST COMPENSATION

16. The Parties stipulate and agree the full amount of just compensation for the Subject Property acquired by UDOT in this proceeding is One Million Five Hundred Eighty-Two Thousand Eight Hundred Sixty-Eight Dollars (**\$1,582,868.00**) ("Just Compensation"). UDOT shall pay the Just Compensation as follows:

A. UDOT shall pay the difference of the Escrowed Amounts (defined below) and \$1,582,868.00 to Owner University Place SPE, LLC by issuing and delivering a check made payable to University Place SPE, LLC and delivered to the following:

University Place SPE, LLC
c/o Woodbury Corporation
2733 East Parleys Way, Suite 300
Salt Lake City, Utah 84109
Attn: Pritchard

Upon full payment and satisfaction of the terms of this stipulation, UDOT shall have no further liability to the Defendants and shall have no liability concerning the division of proceeds between the Defendants.

17. UDOT and Defendants stipulate that the full amount \$1,428,800.00 deposited in escrow and held by title company shall be paid directly from escrow to Owner to the address listed above in 16.A.

18. UDOT and the Defendants have resolved all claims and disputes related to UDOT's Project as it relates to the Subject Property, and this proceeding, whether known or unknown, and pursuant to the resolution, UDOT and the Defendants have stipulated and agreed to the simultaneous submitted Final Judgment of Just Compensation and Condemnation.

19. The payments referred to in paragraph 16 and totaling \$1,582,868.00, constitute full Just Compensation to the Defendants and satisfy all claims the Defendants may have, known or unknown, for the property interests being condemned, including all claims for additional compensation, accumulating interest, statutory damages, indirect or consequential damages, lost rent, business losses, attorneys fees, costs and for all other claims arising out of the taking of property interests sought in this action.

20. Each Defendant on their own behalf and on behalf of their agents, or any related person or entity, release any and all defenses, claims, counterclaims or causes of action, whether past or present, at law or in equity, that were, or could have been, asserted as they relate to the Subject Property.

21. Owner represents that they have not transferred the property interests that are being acquired by UDOT in the Condemnation Action.

22. The Defendant, through counsel, affirm that they are authorized to sign this Stipulation and Motion and approve as to form and substance the Judgment of Just Compensation and Condemnation. The Defendants, through counsel, stipulate to UDOT's filing of the Final Judgment of Just Compensation and Condemnation.

23. UTA is required to obtain concurrence from its Board of Directors (UTA Board) and from the Federal Transit Administration (FTA) to expend the funds agreed to herein, and the Parties agree that this agreement is subject to the concurrence of FTA and UTA Board approval.

24. The Parties agree each will bear their respective attorneys' fees and costs related to the Condemnation Action.

[Signature page to follow]

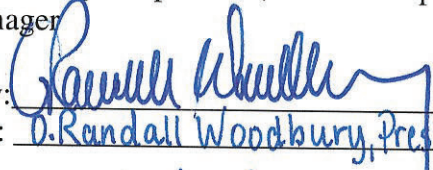
A handwritten signature in black ink, appearing to be a stylized 'W' followed by a circular flourish.

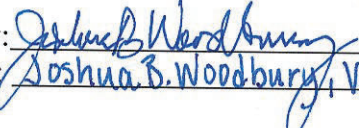
Dated this 22 day of October, 2021.

UNIVERSITY PLACE SPE L.L.C., a Utah limited liability company

By: Woodbury Management Company, L.C., a Utah limited liability company, Its Manager

By: Woodbury Corporation, A Utah corporation, Its Manager

By: 
Its: D. Randall Woodbury, President

By: 
Its: Joshua B. Woodbury, VP-Acquisitions

Dated this _____ day of October, 2021.

UTAH DEPARTMENT OF
TRANSPORTATION

By:

Its:

Approved as to Form:

UTAH TRANSIT AUTHORITY

MARY DELORETTO

Interim Executive Director

PAUL DRAKE

Director of Real Estate and TOD

Approved as to Form:

DocuSigned by:



82323E2963D5460...

Tim Merrill

Assistant Attorney General



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Kim Shanklin, Chief People Officer
PRESENTER(S): Kim Shanklin, Chief People Officer

TITLE:

Change Order: Learning Management System - Additional Training (SumTotal)

AGENDA ITEM TYPE:

Procurement Contract/Change Order

RECOMMENDATION:

It is recommended the Board approve and authorize the Interim Executive Director to execute the change order and associated disbursements of \$48,480 for product training with SumTotal.

BACKGROUND:

Our Corporate Training team are all new and have not been formally trained on the new SumTotal Learning Management System (LMS). It is imperative that they receive training so they can effectively run and use the new LMS. Our previous LMS Technical Coordinator was trained on our new system however, she left UTA shortly after the launch of the new system.

DISCUSSION:

This change order (the second change order on this contract) allows UTA to train the three Talent Development staff on the use of the new system to ensure we have the knowledge available to operate the system effectively and train additional staff as needed. This also ensures we have a good understanding of the LMS within the Talent Development team if people move jobs or leave the organization.

CONTRACT SUMMARY:

Contractor Name:	SumTotal
Contract Number:	20-03225-1
Base Contract Effective Dates:	10/14/2020 to 10/13/2023
Extended Contract Dates:	N/A
Existing Contract Value:	\$262,312
Amendment Amount:	\$48,480
New/Total Amount Contract Value:	\$310,792
Procurement Method:	RFP
Funding Sources:	UTA Department 5200

ALTERNATIVES:

UTA's LMS is currently with SumTotal. If this request is not authorized, staff would be required to learn as they go, and may make errors.

FISCAL IMPACT:

It will impact cost center 5200 however it is covered in the 2021 budget.

ATTACHMENTS:

Contract Change Order #2
Contract

**ORDER FORM**

This Order Form together with any Exhibits attached hereto which are hereby incorporated by reference (the "Order Form") is effective as of 23 October 2021 (the "Effective Date") by and between SumTotal Systems LLC ("SumTotal") and Utah Transit Authority ("Customer") and issued in accordance with the terms and conditions and made a part of the Professional Services and License Agreement between SumTotal and Customer dated 14 October 2020 (the "Agreement").

1. SUBSCRIPTION SERVICE CONFIGURATION**SUBSCRIPTION TERM:** START DATE: 23 OCTOBER 2021**END DATE:** 22 OCTOBER 2023

SOFTWARE MODULES
SUMTOTAL CONTINUOUS STRATEGIC SERVICES: SEE ATTACHED EXHIBIT B
PSR-CONSULTINGONDEMAND-FF (10 HOURS PER MONTH): SEE ATTACHED EXHIBIT C

HOSTED ENVIRONMENT TYPE: SaaS**Additional terms for SaaS:**

- (i) Installations will be initiated upon signing
- (ii) Customer may configure but not customize the Service,
- (iii) SumTotal shall provide installation of any patch, hotfix, or new version releases as part of the Service at no extra charge to Customer. The timing of such installations will be at SumTotal's discretion.

2. SUBSCRIPTION FEES AND COMMITMENT. Customer's total commitment hereunder is set forth below and is calculated as follows (the "Commitment Fee"). Applicable state and local taxes are not included in the totals below and will be calculated as of the date of the invoice(s) issued hereunder:

YEAR/TERM	ANNUAL SUBSCRIPTION FEES
Y1	USD 24,240.00
Y2	USD 24,240.00
TOTAL	USD 48,480.00

All fees shall be invoiced annually in advance and are due and payable 100% net 60 days from the date of invoice.

3. ORDER FORM DEFINITIONS. Any term not otherwise defined herein shall have the meaning provided it in the Agreement.

TERMINATION FOR CONVENIENCE. SumTotal will allow Customer the ability to terminate this Order Form for convenience effective October 22, 2022 (the 'Early Termination Date'), provided that such election is made in writing at least 30 days prior to such Early Termination Date.


RATIFICATION. The terms and conditions of the Agreement shall govern the use of the Service provided hereunder. Any capitalized term not defined in this Order Form shall be defined as set forth in the Agreement.

This is the second amendment to the SumTotal contract 20-03225BM. This amendment adds additional training for new employees as needed at a cost of \$24,240.00 per year for two years at a total cost for the two years of \$48,480.00, All other terms of the original contract and amendment one remain unchanged.



The authorized representatives of SumTotal and Customer have executed this Order Form signifying their agreement to its contents.

SUMTOTAL SYSTEMS LLC

 Michael Manix
Signature
Michael Manix
Print Name
Dir, Revenue
Title
10/8/2021
Date

**UTAH TRANSIT AUTHORITY**

Signature

Print Name

Title

Date

UTAH TRANSIT AUTHORITY

Signature


Print Name

Title

Date

UTAH TRANSIT AUTHORITY

DocuSigned by:



Signature Michael L. Bell
Print Name Utah Assistant Attorney General
Title 11/3/2021
Date



EXHIBIT A
CUSTOMER INFORMATION

BILL TO	Utah Transit Authority
CONTACT	Linda Watts
PHONE	(801) 743-3882
E-MAIL	liwatts@rideuta.com
ADDRESS	669W 200S
CITY	Salt Lake City
STATE	Utah
COUNTRY	US
ZIP CODE	84101

SHIP TO	Utah Transit Authority
CONTACT	Linda Watts
PHONE	(801) 743-3882
E-MAIL	liwatts@rideuta.com
ADDRESS	669W 200S
CITY	Salt Lake City
STATE	Utah
COUNTRY	US
ZIP CODE	84101



EXHIBIT B

ANNUAL – TALENT DEVELOPMENT STRATEGY PLANNING

At the beginning of each annual term, the parties will meet at a mutually agreeable time for a one-day workshop ("Annual Workshop") conducted by a SumTotal strategy consultant. This Annual Workshop will be held with business owners and system admins. The purpose of the Annual Workshop will be to:

1. agree upon and/or define the business objectives of Customer's talent development program for the next year;
2. create a strategy for maximizing Customer's business value via SumTotal software; and
3. discuss any pain points and/or inefficiencies and identify a plan for resolution.

As a result of the Annual Workshop the parties will collaborate to produce a 12-month strategy, roadmap, and task set (the "Annual Strategic Roadmap") for Customer's organization. The Annual Strategic Roadmap will include a plan of tasks to be executed throughout said annual term.

QUARTERLY – STRATEGY REVIEW & REVISION

During each quarter of the annual term, the parties will meet at a mutually agreeable time to review the progress made on tasks in the Annual Strategic Roadmap ("Quarterly Review") and discuss needed changes and revisions.

As a result of each Quarterly Review, the parties will make formal revisions to the Annual Strategic Roadmap based upon evaluation of current progress and business conditions.



EXHIBIT C

Consulting On-Demand

SumTotal will provide remote, virtual, functional and technical consulting relative to the customer's licensed SumTotal products, upon request of Customer, up to the Monthly Allotted Hours as stated in the then-current Order Form, during the hours of 8am to 5pm EST, Monday through Friday. Consulting may include advice and guidance on use of the system and configuration of system functionality as needed. Consulting is limited to standard functionality available in the modules and versions of software currently licensed by the customer. Consulting does not include creation of reports, customizations, extensions, or enhancements.

Consulting may include but is not limited to:

- Application configuration
- Security
- Navigation configuration
- Enhance business process and system utilization
- Best Practice consulting
- Application training
- Data import support
- Content and activity configuration

Monthly hours allotted expire at the end of the month and do not roll over month-to-month. If needed, hours required to coordinate resources, meetings, follow-up activities, and other project-management type tasks will follow up items will be included in calculating monthly hours used.

This Consulting On-Demand service is intended to support ad hoc requests and system adjustments that are needed from time to time in the regular course of using the system and is not intended to support significant projects which should be managed under an SOW.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Todd Mills, Director of Supply Chain
PRESENTER(S): Todd Mills, Director of Supply Chain
Kyle Stockley, Rail Infrastructure Project Manager

TITLE:

Pre-Procurements

- **General Bus Maintenance**

AGENDA ITEM TYPE:

Pre-Procurement

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

Utah's Public Transit District Act requires all contracts valued at \$200,000 or greater be approved by the UTA Board of Trustees. This informational report on upcoming procurements allows Trustees to be informed and provide input on upcoming procurement projects. Following the bid solicitation and contract negotiation process, final contracts for these projects will come before the board for approval.

DISCUSSION:

- **General Bus Maintenance.** On occasion UTA has the need to send a bus to a local vendor to perform warranty repairs. During these repairs other issues on the vehicle may be discovered that are not covered by warranty but need to be repaired in conjunction with the warranty repair. This procurement is to establish pricing and a contract with a vendor to perform these ad hoc repairs. This enables the repair to be completed, and the vehicle to return to service as soon as possible. Establishing a contract with a vendor also ensures we meet State Procurement code requirements for fair and open competition. In certain circumstances this contract will also allow the vendor to perform overflow maintenance and repairs on buses that our shop may not be able to perform due to resource limitations and/or spare vehicle availability.

This contract will have an annual Not-To-Exceed amount of \$200,000, and funding for the contract is included in the Operations maintenance budget. (Req. 9989, Kyle Stockley)

ATTACHMENTS:

None



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Jonathan Salazar, Acting Regional General Mgr- Mt. Ogden

TITLE:

Fare Agreement: Pass Purchase and Administration (Visit Ogden)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Authorize the Pass Purchase and Administration Agreement with Visit Ogden

BACKGROUND:

For the 2020-2021 ski season, UTA and Visit Ogden partnered together through a Ski Bus Pass Distribution Agreement. This agreement allowed Visit Ogden to distribute passes to Weber County hotels to sell to their guests. Visit Ogden sold the passes for \$8.00, which was a 20 percent discount. Each Visit Ogden pass was in the form of an electronic fare card ("EFC") and was valid for twenty-four (24) hours after the first tap. The passes were valid fare on the Ski Bus Service as described in Exhibit A of the contract and connecting bus routes.

DISCUSSION:

UTA and Visit Ogden have historically partnered to offer a UTA transit pass for use on ski bus service. For the 2021-22 Ski Season, and in the spirit of partnership, UTA and Visit Ogden will once again partner in a Ski Bus Pass Distribution Agreement.

This agreement will allow Visit Ogden to distribute passes, in the form of an EFC card to Weber County hotels to sell to their guests. Visit Ogden will sell the passes for \$8.00, which is a 20 percent discount. On April 14, 2022, Visit Ogden will report to UTA total passes sold and return all unsold passes. UTA will bill Visit Ogden at the rate of \$8.00 per pass sold on or before April 14.

CONTRACT SUMMARY:

Contractor Name: Visit Ogden
Contract Number: 21-F0253
Base Contract Effective Dates: December 11, 2021 through April 16, 2022
Extended Contract Dates: NA
Existing Contract Value: NA
Amendment Amount: NA
New/Total Amount Contract Value: \$1,430 - \$1,690
Procurement Method: NA
Funding Sources: NA

ALTERNATIVES:

Do not enter into an agreement with Visit Ogden and forego revenue and ridership

FISCAL IMPACT:

Revenue for the 2021-22 Ski Season is estimated to be \$1430 to \$1690 and represents a 10-30 percent increase in passes sold as compared to the 2020-21 Ski Season:

Increase:	2020-21 Revenue:		\$1,300
	10%	20%	30%
	\$ 1,430	\$ 1,560	\$ 1,690

ATTACHMENTS:

1. Contract

PASS DISTRIBUTION AGREEMENT

Visit Ogden

This Ski Bus Service Agreement (“Agreement”) is effective on the 11th day of December, 2021 (“Effective Date”), by and between **UTAH TRANSIT AUTHORITY**, a public transit district, hereinafter referred to as “UTA”, and **VISIT OGDEN**, a Utah non-profit corporation.

RECITALS:

- A. UTA is a public transit district organized under the provisions of the Utah Public Transit District Act and provides public transit service within the State of Utah, including regularly scheduled service in Weber County and ski bus service; and
- B. Visit Ogden encourages tourists to travel to areas in and around Weber County and desires to make transit passes available to the guests of area hotels for transportation on UTA’s ski bus service.

NOW, THEREFORE, in consideration of the mutual covenants, condition and promises as hereinafter set forth, it is mutually agreed as follows:

AGREEMENT:

- 1) Term. This Agreement shall be effective from Effective Date through April 16, 2022.
- 2) Transit Passes. UTA agrees to provide day transit passes (“Passes”) to Visit Ogden for use on the ski bus service as described in Exhibit A and connecting bus routes (the “Service”). UTA agrees to accept Passes as valid fare on the Service for each Pass holder who taps-on and taps-off pursuant to UTA’s Electronic Fare Collection Enforcement Rules. Passes will be valid for twenty-four (24) hours after the first tap. Passes will not be valid on any other UTA service, including, but not limited to, non-connecting regular bus routes, express bus routes, paratransit, flex routes, Park City Connect, FrontRunner, TRAX, and any other service. Passes are not transferrable. Use of UTA’s transportation system is subject to the rules, regulations and ordinances promulgated by UTA at its sole discretion. UTA may implement additional rules or procedures related to the redemption and use of the Passes as reasonably necessary.
- 3) Distribution of Passes. Visit Ogden agrees to distribute Passes to Weber County hotels (“Hotels”) to sell to their guests. Visit Ogden shall prohibit Hotels from providing a Pass to any person who has not purchased a Pass. Visit Ogden shall require Hotels to maintain a log of all Passes received from Visit Ogden and all Passes sold to guests. The obligation under the preceding sentence shall include: (a) the Hotel maintaining the unique identification number of each Pass received by Hotel; and (b) Hotel being able to identify, by number, any Passes identified as lost or stolen for which replacement Passes have been issued. Visit Ogden shall prohibit Hotels from charging guests more than \$8.00 for each Pass.

- 4) Payment for Passes. On or before April 14, 2022, Visit Ogden shall return all unsold Passes to UTA. UTA will invoice Visit Ogden \$8.00 for each Pass provided to Visit Ogden that is not returned to UTA by April 16, 2022. UTA shall charge a one percent (1%) per month late fee on balances under this Agreement that remain unpaid forty-five (45) days from date of invoice. Visit Ogden is solely responsible for collecting payment from Hotels selling Passes to their guests.
- 5) Termination. This Agreement may be terminated with or without cause by either party by providing thirty (30) days advance written notice of termination. In the event the Agreement is terminated after UTA begins Service, the amount owed under this Agreement shall be prorated based on the number of days UTA provided the Service.
- 6) Modification of Agreement. This Agreement may be supplemented, amended, or modified only by the mutual agreement of the parties. No supplement, amendment, or modification of this Agreement shall be binding unless it is in writing and signed by the parties.
- 7) Default. In the event that either party fails to perform any of the terms and conditions of this Agreement, upon fifteen (15) days' notice of such failure to perform, the right of the defaulting party under this Agreement shall expire.
- 8) Attorney's Fees. The defaulting party agrees to pay the non-defaulting party's costs and reasonable attorney's fees in the event such are incurred to enforce any of the provisions of this Agreement.
- 9) Assignment. No party hereto shall have the right to assign its right and obligations hereunder without the express written consent of the other parties hereto.
- 10) Non-discrimination. The parties agree that they shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, on the basis of race, color, national origin, disability, sex, or age in accordance with the requirements of 49 U.S.C. 5332.
- 11) Relationship of the Parties. The relationship between the parties is an arms-length contractual relationship, and is not fiduciary in nature. Nothing contained in this Agreement will be deemed to create an association, partnership, or joint venture between the parties, give rise to fiduciary duties, or cause any of the parties to be liable or responsible in any way for the actions, liabilities, debts or obligations of the other party. The parties shall not have any right, power, or authority to make any representation or to assume or create any obligation, whether express or implied, on behalf of the other party(ies), or to bind the other party(ies) in any manner.
- 12) Severability. If any part or provision of this Agreement is found to be prohibited or unenforceable in any jurisdiction, such part or provision of this Agreement shall, as to such jurisdiction only, be inoperative, null and void to the extent of such prohibition or

unenforceability without invalidating the remaining parts or provisions hereof, and any such prohibition in any other jurisdiction. Those parts or provisions of this Agreement, which are not prohibited or unenforceable, shall remain in full force and effect.

- 13) Authorization. The persons executing this Agreement on behalf of a party hereby represent and warrant that they are duly authorized and empowered to execute the same, that they have carefully read this Agreement, and that this Agreement represents a binding and enforceable obligation of such party.
- 14) Governing Law and Venue. This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions. If either party brings against the other party any proceeding arising out of this Agreement, then that party may bring that proceeding only in the Third District Court in the State of Utah or the United States District Court for the District of Utah if there is federal subject matter jurisdiction.
- 15) Indemnification. UTA is a governmental entity under the Utah Governmental Immunity Act of the Utah Code, Section 63G-7-101 et seq. 1953 (as amended) (hereinafter, the "Act"). Nothing in this Agreement shall be construed to be a waiver by UTA of any protections, rights, or defenses applicable under the Act. It is not the intent of UTA to incur by contract any liability for the negligent operations, acts, or omissions of the other party or any third party and nothing in this Agreement shall be so interpreted or construed.
- 16) Notice or Demands. Any notice or demand to be given by one party to the other shall be given in writing per personal service, express mail, Federal Express, or any other similar form of courier or delivery service, or mailing in the United States Mail, postage prepaid, certified, return receipt requested and addressed to such party as follows:

If to:

Visit Ogden
ATTN: Sara Toliver
2438 Washington Blvd.
Ogden, UT 84401

If to:

Utah Transit Authority
ATTN: Kensey Kunkel
669 West 200 South
Salt Lake City, Utah 84101

Either party may change the address at which such party desires to receive notice on written notice of such change to any other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed; provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

- 17) Project Manager. The UTA Project Manager for this Agreement shall be Mr. Trevan Blaisdell, or designee. All correspondence regarding the technical aspects of this Agreement should be addressed to Mr. Blaisdell, or designee.
- 18) Contract Administrator. The UTA Contract Administrator for this Agreement is Mr. Brian Motes, or designee. All questions and correspondence relating to the contractual aspects of this Agreement should be directed to Mr. Motes, or designee.
- 19) Counterparts; Electronically Transmitted Signatures. This Agreement may be executed in counterparts, each of which shall be deemed an original, and all such counterparts shall constitute one and the same Agreement. Signatures transmitted by facsimile and/or e-mail shall have the same force and effect as original signatures.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year first above written.

UTAH TRANSIT AUTHORITY:

VISIT OGDEN:

Date
By: Jonathan Salazar
Title: Acting Regional General Manager

DocuSigned by:
Sara Toliver
A2DA126E94174F3...
Date 11/15/2021
By: Sarah Toliver
Title: President/CEO

Date
By: Cherryl Beveridge
Title: Acting Chief Operating Officer

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Michael Bell
Assistant Attorney General
Counsel for UTA

EXHIBIT A
Weber County Ski Bus Service – Operating Plan

- a. Route. The Ski Bus Service will run along two separate routes from the Ogden Transit Center and the 21st St Hotels, terminating at Powder Mountain Ski Resort and Snowbasin Ski Resort, as shown and depicted on the maps attached hereto. Buses travelling from the ski resorts to the Ogden Transit Center will travel the same routes, in the reverse direction. The routes are depicted on Exhibit 1 hereto.
- b. Stops. The Ski Bus Service will stop at some or all of the following locations:
- 21st Street Hotels
 - Ogden Transit Center
 - Courtyard by Marriott, Lincoln Ave., North/South bound, Lincoln Ave.
 - Ben Lomond Hotel, Washington Blvd., North/South bound, Washington Blvd.
 - Hampton and Hilton Hotel, Washington Blvd., North/South bound, Washington Blvd.
 - 12th Street and Washington Blvd., East/West bound
 - Lakeside Village Properties
 - Moose Hollow
 - Powder Mountain Outpost
 - Powder Mountain Ski Resort, Lower Lift, Upper Parking Lot
 - Snowbasin Ski Resort

The stops are shown on Exhibit 1 hereto.

In the event that snow removal and/or vehicles parked alongside the roadway render any stop and/or Park & Ride lot either unsafe or unworkable, at UTA's sole discretion and determination, then such stops will be eliminated.

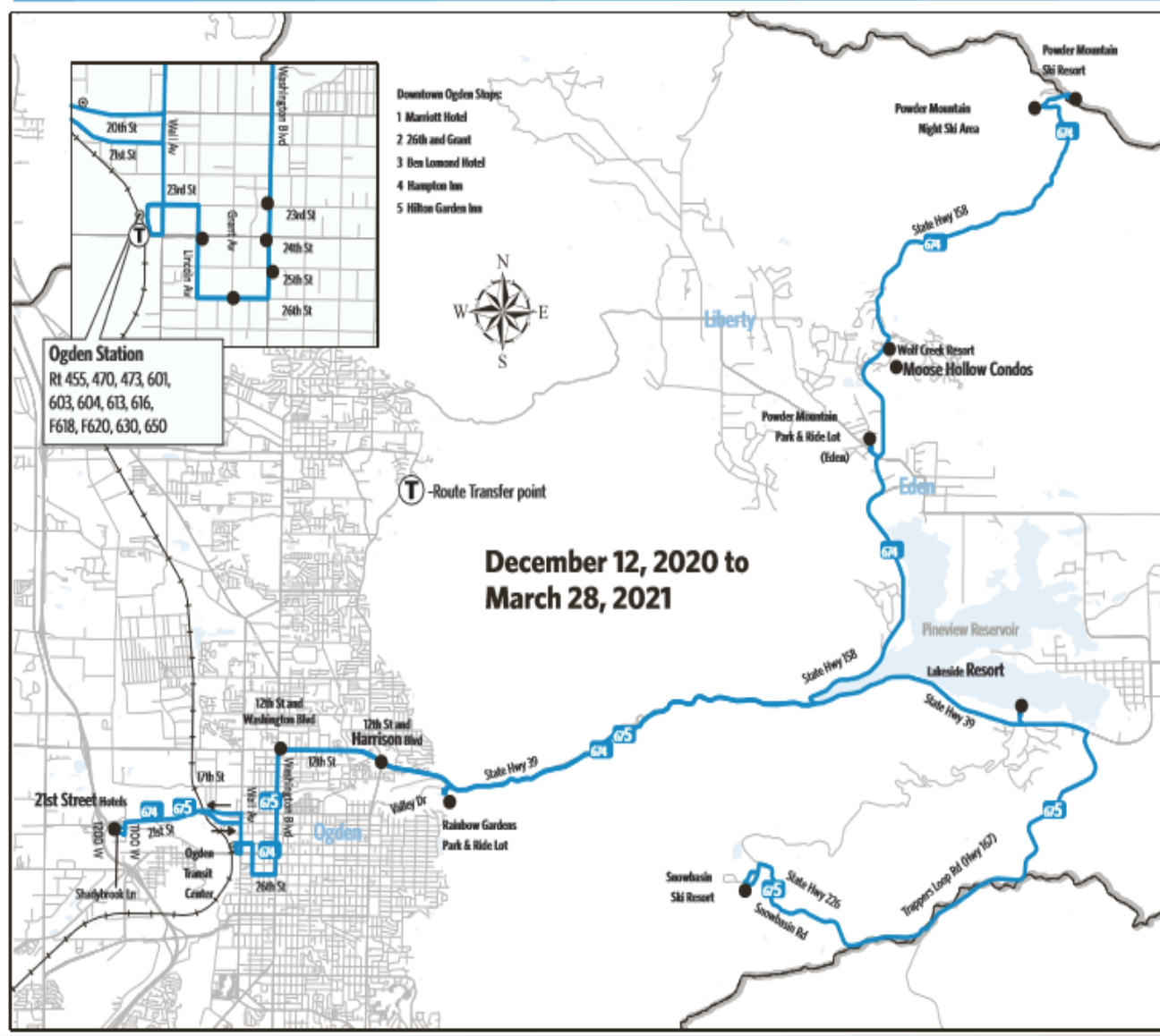
- c. Park and Ride Lots. The Ski Bus Service will be served by the following park and ride lots:
- Rainbow Gardens
 - Eden Park & Ride lot
- d. Buses. The Ski Bus Service will primarily use buses designed for ski services. UTA reserves the right to use buses that meet the demand per trip and time of day.

Exhibit 1

Ogden Ski Service

Route 674 to Powder Mountain Resort

Route 675 to Snowbasin Resort





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Stacey Adamson, Sr. Sales Representative

TITLE:

Fare Agreement: Pass Purchase and Administration - Amendment 3 (The Church of Jesus Christ of Latter-Day Saints)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Approve amendment 3 and authorize the Executive Director to execute the Pass Purchase and Administration Agreement with The Church of Jesus Christ of Latter-Day Saints.

BACKGROUND:

On September 23, 2020, the UTA Board of Trustees authorized UTA to enter a 14-month, Custom Pass Purchase and Administration Agreement with The Church of Jesus Christ of Latter-day Saints ("Church"). The contract term was October 1, 2020 through December 31, 2021.

On October 28, 2020, the agreement was updated with Amendment 1, moving the start date of the contract to November 1, 2020.

Due to the continued impact of the COVID-19 pandemic, most of the Church employees did not return to the office and did not utilize their transit pass. Subsequently on May 12, 2021, UTA and the Church amended the contract again allowing the Church to pay for actual use on the UTA system, less a 17.5 percent discount, instead of the negotiated bulk pass rate in the underlying agreement. The term of Amendment 2 is January 1, 2021 through December 31, 2021.

DISCUSSION:

Due to the ongoing effects of the COVID-19 Pandemic, UTA and the Church will amend the current Pass Purchase and Administration Agreement, extending the contract through December 31, 2022. The existing

discount of 17.5 percent will be included in Amendment 3. This discount is in line with other similarly sized organizations participating in a pay-per-use program.

CONTRACT SUMMARY:

Contractor Name:	The Church of Jesus Christ of Latter-day Saints
Contract Number:	20-F0140-A3
Base Contract Effective Dates:	November 1, 2020- December 31, 2021
Extended Contract Dates:	January 1, 2022 through December 31, 2022
Existing Contract Value:	\$463,492 *Revenue is estimated for November and December 2021 using previous months revenues received
Amendment Amount:	\$927,400-\$1,391,100
New/Total Amount Contract Value:	\$1,390,892 - \$1,854,592
Procurement Method:	NA
Funding Sources:	The Church of Jesus Christ of Latter-day Saints

ALTERNATIVES:

Not approve contract Amendment No. 3 and forgo revenue.

FISCAL IMPACT:

Revenue received in 2022 is expected to be between \$927,400 - \$1,391,100 which is an increase of 100-200 percent in ridership and pay per trip value compared to 2021. Revenue may increase or decrease dependent upon the continued impact of the COVID-19 pandemic.

Increase compared to 2021	2022 Estimated Revenue
100%	\$ 927,400
150%	\$ 1,159,300
200%	\$ 1,391,100

ATTACHMENTS:

1. Amendment 3

**Amendment No. 3 to:
PASS PURCHASE AND ADMINISTRATION AGREEMENT
THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS**

WHEREAS UTAH TRANSIT AUTHORITY (UTA) and **THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS**, a Utah corporation sole (“Sponsor”), entered into a Pass Purchase and Administration Agreement “Agreement” effective October 1, 2020, “Effective Date” and

WHEREAS the Agreement covered the bulk purchase of passes for the 4th Quarter 2020 and the entire year 2021; and

WHEREAS the Parties had agreed upon pricing of \$69,641 for 4th Quarter 2020 and \$2,081,079 for the entire year 2021 based upon planned ridership of 7,950 passengers; and

WHEREAS the COVID-19 pandemic caused a significant unanticipated decrease in ridership;

WHEREAS the Parties entered into Amendment No.1, effective date of November 1, 2020, which provided for a downward adjustment for 4th Quarter 2020 and also delayed the effective date of the Agreement;

WHEREAS the Parties entered into Amendment No.2, effective date of January 1, 2021, which changed the payment terms to be based on actual usage by calculating the final fare using the tap on and tap off system and the Sponsor receiving a 17.5% discount off their final fare invoiced each month;

WHEREAS, the Parties desire to renew the Agreement for an additional one-year term from January 1, 2022 through December 31, 2022

NOW THEREFORE, the parties agree to this Amendment No. 3 as follows:

1. The Parties agree to renew the Agreement for an additional one-year term from January 1, 2022 through December 31, 2022;
2. The Parties agree to meet no later than the end of Q2 of 2022 to review ridership patterns and utilization.

All other terms and conditions of the Agreement shall remain unchanged and in full force and effect. IN WITNESS WHEREOF, the Parties have executed this Amendment No. 3 as of the date of the last signature below.

**THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS**

UTAH TRANSIT AUTHORITY

By: _____ Date: _____

By: _____ Date: _____

By: _____ Date: _____

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Stacey Adamson, Sr. Sales Representative

TITLE:

Fare Agreement: Eco Trip Rewards Custom Fare - Amendment 2 (Intermountain Health Care Services, Inc.)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Authorize the Executive Director to execute Amendment 2 of the ECO Trip Rewards Trip Based Agreement with Intermountain Health Care Services Inc. ("IHC").

BACKGROUND:

IHC has a long-standing relationship with UTA. The current contract between UTA and IHC was adopted by the Board of Trustees in 2019 and is an ECO Trip Rewards trip-based Agreement (custom agreement). This allows IHC to provide a transit pass option to as many of their 20,000 employees as possible. Employees can opt in or out to receive a UTA transit pass. IHC pays for each trip taken by authorized users on UTA transit services. Authorized users include all persons employed by or who volunteer for Intermountain.

All cardholders are required to "tap-on/off" the UTA system and a trip report is generated every time a cardholder pass is used to board a UTA vehicle in revenue service. Authorized services under this agreement can be found in Exhibit A of the original contract. Because of IHC's commitment to implementing internal marketing initiatives to promote and increase pass usage, UTA has provided a discount of 17.5 percent to IHC on UTA's Base One-Way Fare Schedule. This discount rate is consistent with similarly sized fare agreements.

IHC and UTA extended this contract through Amendment 1 adopted by the Board on December 16, 2020. The current contract amendment will expire on December 31, 2021.

DISCUSSION:

UTA and IHC wish to amend the term of the current contract, extending it for an additional year. The new contract term will be January 1, 2022 through December 31, 2022. All other terms of the contract, including the discount of 17.5 percent, will remain the same.

Pass programs are discounted and specially priced for partners to support them in sponsoring fares and encouraging use of public transportation. Institutions of the same size qualify for a similar incentive discount between 15-20 percent on UTA's base one-way fare.

CONTRACT SUMMARY:

Contractor Name:	IHC Health Services, Inc.
Contract Number:	19-F0002-A2
Base Contract Effective Dates:	January 1, 2020 through December 31, 2021
Extended Contract Dates:	January 1, 2022 through December 31, 2022
Existing Contract Value:	\$528,100
Amendment Amount:	\$331,200-\$465,750
New/Total Amount Contract Value:	\$859,300-\$993,850
Procurement Method:	NA
Funding Sources:	IHC Health Services, Inc.

ALTERNATIVES:

Not approve contract Amendment No. 2 and forgo revenue and ridership.

FISCAL IMPACT:

Revenue from IHC Health Services in 2022 is projected to be between \$331,200 to \$465,750, which is a 60-125 percent increase in pay-per-trip value as compared to 2021. This estimate includes the discount of 17.5 percent. Revenue received in 2021 is estimated to be \$251,300. *Note: Revenue may increase or decrease depending on the ongoing impacts of the COVID-19 pandemic:*

Increase compared to 2021	2022 Estimated Revenue
60%	\$ 331,200
85%	\$ 383,500
125%	\$ 465,750

Total revenue is estimated to be between \$859,300-\$993,850 for all contract years and is detailed in the table below:

Contract Year	Value
2020	\$ 276,800
2021	\$ 251,300
2022	\$ 331,200- 465,750
Total	\$ 859,300 -\$993,850

ATTACHMENTS:

1. Amendment 2

RENEWAL AMENDMENT 2
ECO TRIP REWARDS TRIP BASED AGREEMENT
IHC Health Services, Inc.

This Amendment No. 2 is effective January 1, 2022 ("Effective Date"), by and between **UTAH TRANSIT AUTHORITY**, a public transit district ("UTA") and **IHC HEALTH SERVICES, INC. (or the "Administrator")**.

WHEREAS, the Parties entered into a ECO Trip Rewards trip based Agreement (hereinafter the "Agreement") with an effective date of January 1, 2020 and a Renewal Amendment No. 1 dated January 1, 2021 for the purchase of fare for each trip taken by its Authorized Users;

WHEREAS, the Parties desire to renew the Agreement for an additional one-year term from January 1, 2022 until December 31, 2022.

NOW THEREFORE, THE PARTIES AGREE TO THIS AMENDMENT NO. 2 AS FOLLOWS:

1. The parties agree to renew the Agreement for an additional one-year term from January 1, 2022 through December 31, 2022.
2. All other terms and conditions of the Agreement shall continue in full force and effect and remain unchanged.

IN WITNESS WHEREOF, the Parties hereto have set their hands on the dates shown below.

UTAH TRANSIT AUTHORITY:

IHC HEALTH SERVICES INC.

Date
By:
Title:

Date
By:
Title:

Date
By:
Title:

Approved As To Form:

DocuSigned by:
Mike Bell

70E33A415BA44F6
UTA Legal Counsel



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Stacey Adamson, Sr. Sales Representative

TITLE:

Fare Agreement: Eco Trip Rewards Custom Fare - Amendment 2 (SelectHealth)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Authorize the Executive Director to execute Amendment 2 of the ECO Trip Rewards Trip Based Agreement with SelectHealth

BACKGROUND:

SelectHealth has a long-standing relationship with UTA. In 2019, the Board of Trustees approved the original contract between UTA and SelectHealth. This contract is an ECO Trip Rewards trip-based Agreement (custom agreement). This contract allows SelectHealth to provide a transit pass option to as many of their employees as possible. Employees can opt in or out to receive a UTA transit pass. SelectHealth pays for each trip taken by authorized users on UTA transit services. Authorized users include all persons employed by or who volunteer for SelectHealth.

All cardholders are required to "tap-on/off" the UTA system and a trip report is generated every time a cardholder pass is used to board a UTA vehicle in revenue service. Authorized services under this agreement can be found in Exhibit A of the contract. Because of SelectHealth's commitment to implementing internal marketing initiatives to promote and increase pass usage, UTA has provided a discount of 17.5 percent on UTA's Base One-Way Fare Schedule. This is consistent with other similarly sized pass agreements.

On December 16, 2020 the Board of Trustees approved Amendment 1 extending this contract through December 31, 2021.

DISCUSSION:

UTA and SelectHealth wish to amend the term of the current contract, extending it for an additional year. The new contract term will be from January 1, 2022 through December 31, 2022. All other terms of the contract, including the discount of 17.5 percent, will remain in force.

Pass programs are discounted and specially priced for partners to support them in sponsoring fares and encouraging use of public transportation. Institutions of the same size qualify for a similar incentive discount between 15-20 percent on UTA's base one-way fare

CONTRACT SUMMARY:

Contractor Name:	SelectHealth
Contract Number:	19-F00015-A2
Base Contract Effective Dates:	January 1, 2020 through December 31, 2021
Extended Contract Dates:	January 1, 2022 through December 31, 2022
Existing Contract Value:	\$9,120 (Revenue estimated for November and December)
Amendment Amount:	\$6,430 - \$12,880
New/Total Amount Contract Value:	\$15,550 - \$22,000
Procurement Method:	NA
Funding Sources:	SelectHealth

ALTERNATIVES:

Not approve contract Amendment No. 2 and forgo revenue and ridership.

FISCAL IMPACT:

Revenue for SelectHealth in 2022 is projected to be between \$6,400 - \$12,800, which is a 100-300 percent increase in pay per trip value as compared to 2021. This estimate includes the discount of 17.5 percent. Revenue received in 2021 is estimated to be \$3,220. *Note: Revenue may increase or decrease depending on the ongoing impacts of the COVID-19 pandemic:*

Increase compared to 2021	Revenue
100%	\$ 6,430
200%	\$ 9,660
300%	\$ 12,880

Total revenue is estimated to be between \$15,550 - \$22,000 for all contract years and is detailed in the table below:

Contract Year	Value
2020	\$ 5,900
2021	\$ 3,220
2022	\$ 6,430 - \$12,880
Total	\$ 15,550 - \$22,000

**Revenue for November and December 2021 is estimated using October 2021 revenue.*

ATTACHMENTS:

1. Amendment 2

RENEWAL AMENDMENT 2
ECO TRIP REWARDS TRIP BASED AGREEMENT
SelectHealth, Inc.

This Amendment No. 2 is effective January 1, 2022 (“Effective Date”), by and between **UTAH TRANSIT AUTHORITY**, a public transit district (“UTA”) and **SELECTHEALTH, INC. (or the “Administrator”)**.

WHEREAS, the Parties entered into a ECO Trip Rewards trip based Agreement (hereinafter the “Agreement”) with an effective date of January 1, 2020 and a Renewal Amendment No. 1 dated January 1, 2021 for the purchase of fare for each trip taken by its Authorized Users;

WHEREAS, the Parties desire to renew the Agreement for an additional one-year term from January 1, 2022 until December 31, 2022.

NOW THEREFORE, THE PARTIES AGREE TO THIS AMENDMENT NO. 2 AS FOLLOWS:

1. The parties agree to renew the Agreement for an additional one-year term from January 1, 2022 through December 31, 2022.
2. All other terms and conditions of the Agreement shall continue in full force and effect and remain unchanged.

IN WITNESS WHEREOF, the Parties hereto have set their hands on the dates shown below.

UTAH TRANSIT AUTHORITY:

SELECTHEALTH, INC

Date
By:
Title:

Date
By:
Title:

Date
By:
Title:

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

UTA Legal Counsel



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Jonathan Salazar, Acting Regional General Mgr - Mt. Ogden

TITLE:

Fare Agreement: Ski Bus Service - Amendment 2 (Davis County)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Approve amendment 2 and authorize Executive Director to execute the Ski Bus Agreement with Davis County.

BACKGROUND:

Utah Transit Authority and Davis County ("the County") have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service. For the past 20 plus years, the resort and UTA have contracted together to provide transit service to Employees and Ski Pass holders. On December 4, 2019 the board approved and Davis County entered into a Ski Bus Service Agreement with UTA for the 2019-2020 ski season and included three (3) one-year options to renew the contract.

For the 2020-21 Ski Season, Davis County and UTA executed Amendment 1 for the first renewal year (approved by the board on December 2, 2020).

In past agreements, Davis and Morgan Counties paid 100 percent of the Ski Bus Service operating costs. More recently, an allocation methodology was agreed to resulting in 93 percent of the operating costs being assigned to Davis County. The cost to Davis County was \$82,025 for each of the 2019-2020 and the 2020-2021 ski seasons.

In an effort to introduce consistency to its Ski Bus Service Contracts, this year UTA is proposing to pay 60 percent of the operating costs for this service, with Morgan and Davis Counties splitting the remaining 40 percent based on the existing cost allocation methodology. The resulting 2021-22 contract cost to Davis County will be \$37,373.

DISCUSSION:

UTA and Davis County have agreed to renew the contract terms found in section one of the contract for the 2021-22 Ski Season. This is the second renewal option that Davis County has exercised (one remains). Davis County will fund a portion of the operating cost of the ski bus service between Layton FrontRunner Station and Snowbasin Ski Resort. UTA will provide EFC Passes to be used by Resort Employees and Season Pass Holders on Ogden Ski Bus Service.

CONTRACT SUMMARY:

Contractor Name:	Davis County
Contract Number:	19-03181-A2
Base Contract Effective Dates:	December 14, 2019 through April 30, 2021
Extended Contract Dates:	December 11, 2021 through March 27, 2022
Existing Contract Value:	\$164,050
Amendment Amount:	\$37,343
New/Total Amount Contract Value:	\$201,393
Procurement Method:	NA
Funding Sources:	Davis County

ALTERNATIVES:

Do not enter into an agreement with Davis County and forego revenue and ridership

FISCAL IMPACT:

Additional \$37,343 in operational revenue

ATTACHMENTS:

1. Amendment 2

UTA Contract No.19-03181-A2

**RENEWAL AMENDMENT 2
SKI BUS SERVICE AGREEMENT**

This Amendment No. 2 is effective on the 11th day of December, 2021 (“Effective Date”), by and between **UTAH TRANSIT AUTHORITY**, a public transit district (“UTA”) and **DAVIS COUNTY**, a political subdivision of the State of Utah, hereinafter referred to as “County”. (Hereinafter the “Parties”).

Whereas, the Parties entered into a Ski Bus Service Agreement identified as Contract No. 19-03181 (hereinafter the “Agreement”) with an effective date of December 14, 2019 for bus service between Layton FrontRunner Station and Snowbasin Ski Resort; and also for distribution of certain Electronic Fare Card Transit Passes;

Whereas, the Parties entered into Renewal Amendment 1 with an effective date of December 12, 2020 extending the service to March 28, 2021; and

Whereas, the Parties desire to renew the Agreement for an additional one year term from December 11, 2021 until March 27, 2022,

NOW THEREFORE THE PARTIES AGREE AS FOLLOWS:

1. The Parties agree to renew the Agreement for an additional one year term from December 11, 2021 through March 27, 2022.
2. The amount to be paid by County to UTA shall be: \$37,343.00.
3. The Days of Service shall be as follows:

Utah Transit Authority (UTA) shall provide Service for 107 days (74 regular days and 33 peak days) beginning on December 11, 2021 and ending on March 27, 2022.
4. The terms and conditions of Fares or issuance of EFC Transit Passes shall remain the same:

UTA shall charge passengers using the Service its standard ski bus fare of \$5.00 for each one-way trip.

Except as set forth in this Amendment, the remainder of the Agreement is unaffected and shall continue in full force and effect in accordance with its terms. If there is a conflict between this amendment and the Agreement or any earlier amendment, the terms of this amendment will prevail.

IN WITNESS WHEREOF, the Parties hereto have set their hands on the dates shown below.

UTAH TRANSIT AUTHORITY

Cherryl Beveridge
Acting Chief Operating Officer

ATTEST

Jonathan Salazar
Acting Regional General Manager, Ogden BU

Approved as to form:

DocuSigned by:
Mike Bell
70E33A415BA44E6...

UTA Legal Counsel
Michael Bell

DAVIS COUNTY

Bob J Stevenson, Chair By:
Board of Davis County Commissioners

ATTEST

Curtis Koch
Davis County Clerk/Auditor



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Jonathan Salazar, Acting Regional General Mgr - Mt. Ogden

TITLE:

Fare Agreement: Ski Bus Service - Amendment 2 (Morgan County)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Authorize the Executive Director to execute Amendment 2 to the ski bus service agreement with Morgan County

BACKGROUND:

Utah Transit Authority and Morgan County have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service. On December 4, 2019 the board approved a Ski Bus Service Agreement between Morgan County and UTA for the 2019-2020 ski season that included two (2) one-year options to renew the contract. For the 2020-21 Ski Season, UTA renewed the agreement with Morgan County using one of two renewal options (approved by the board on December 2, 2020). The Ski Service Agreement allowed the County to partner with UTA to fund a portion of the operating cost of the ski bus service between Layton FrontRunner Station and Snowbasin Ski Resort and also to facilitate a bus stop in the town of Mountain Green.

In past agreements, Davis and Morgan Counties paid 100 percent of the Ski Bus Service operating costs. More recently, an allocation methodology was agreed to resulting in seven percent of the operating costs being assigned to Morgan County. The cost to Morgan County was \$6,881 for each of the 2019-2020 and the 2020-2021 ski seasons.

In an effort to introduce consistency to its Ski Bus Service Contracts this year, UTA is proposing to pay 60 percent of the operating costs for this service, with Morgan and Davis Counties splitting the remaining 40 percent based on the existing cost allocation methodology. The resulting 2021-22 contract cost to Morgan

County will be \$2,811.

DISCUSSION:

UTA and Morgan County have agreed to renew the contract terms found in paragraph one of the original contract for the 2019-20 Ski Season. This is the second renewal option that the county has exercised. Morgan County will continue to fund their agreed to share of the operating cost of the ski bus service between Layton FrontRunner Station and Snowbasin Ski Resort. In addition, UTA will continue to provide a bus stop in Mountain Green.

CONTRACT SUMMARY:

Contractor Name:	Morgan County
Contract Number:	19-03182-A2
Base Contract Effective Dates:	December 14, 2019- March 28, 2021
Extended Contract Dates:	December 11, 2021 - April 16, 2022
Existing Contract Value:	\$13,762
Amendment Amount:	\$2,811
New/Total Amount Contract Value:	\$16,573
Procurement Method:	NA
Funding Sources:	Morgan County

ALTERNATIVES:

Do not enter into an agreement with Morgan County and forego revenue and ridership

FISCAL IMPACT:

Additional \$2,811 in revenue

ATTACHMENTS:

1. Amendments 2

UTA Contract No. 19-03182-A2

SKI BUS SERVICE AGREEMENT
MORGAN COUNTY
RENEWAL AMENDMENT No. 2

Background:

- A. Utah Transit Authority and MORGAN COUNTY entered into a Ski Bus Service Agreement on December 14, 2019, in order to support the establishment of a bus stop in the town of Mountain Green along UTA's ski bus route to Snowbasin Ski Resort.
- B. The Parties entered into Renewal Amendment 1 on December 14, 2020 which renewed the Agreement from December 12 ,2020 until March 28, 2021.
- C. Both Parties desire to extend the agreement for an additional year.

Renewal Amendment No. 2:

- 1. Utah Transit Authority and MORGAN COUNTY hereby agree to extend the Ski Bus Service Agreement described above for an additional year from December 11, 2021, through March 27, 2022.
- 2. Article 4 (Dates of Service) shall remain unchanged from Renewal Amendment No. 1. (107 days (74 regular days and 33 peak days) beginning on December 12th and ending on March 28th)
- 3. Article 6 (Consideration) of the Agreement is amended to require a reduced payment from Morgan County in the amount of two thousand

eight hundred eleven dollars (\$2,811) All remaining provisions of Article 6 are unchanged by this Amendment.

4. The Fare shall remain unchanged from Renewal Amendment no. 1. (\$5.00 for one-way trip)
5. The Operating Plan shall remain unchanged.
6. All other terms and conditions shall remain unchanged.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the last day written below.

UTAH TRANSIT AUTHORITY:

By: Cheryl Beveridge

Title: Acting Chief Operating Officer

Date:

DocuSigned by:


By: Jonathan Salazar

Title: Acting Regional General Manager

Date: 11/16/2021

MORGAN COUNTY:

DocuSigned by:


By: Robert McConnell

Title: Chair County Commission

Date: 11/15/2021

Approved:

DocuSigned by:

Mike Bell

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Michael Bell

Assistant Attorney General

Counsel for UTA



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director
Jonathan Salazar, Acting Regional General Mgr- Mt. Ogden

TITLE:

Fare Agreement: Ski Bus Service - Amendment 1 (SMHG Management LLC/Powder Mountain)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Authorize Executive Director to execute Amendment 1 to the Ski Bus Service Agreement with SMHG Management/Powder Mountain.

BACKGROUND:

Utah Transit Authority and SMHG Management/Powder Mountain ("the Resort") have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service. For the past 20 plus years, the resort and UTA have contracted together to provide transit service to employees and ski pass holders.

For the 2020-21 Ski Season, SMHG Management/Powder Mountain and UTA entered into a Ski Bus Agreement (approved by the board on December 2, 2020). As part of the agreement, the Resort received transit passes to be given to their authorized users which included employees and season pass holders. The value of the contract for the 2020-21 ski Season was \$57,438.

DISCUSSION:

In the spirit of SMHG Management/Powder Mountain and UTA's working relationship, both partners desire to extend the contract 1 more year through a contract amendment. All terms of the contract will remain the same except that the Article 5 and Exhibit C dealing with COVID 19 and price reductions are deleted. Pricing and the Operating Plan remain unchanged from the base agreement.

CONTRACT SUMMARY:

Contractor Name:	SMHG Management/Powder Mountain
Contract Number:	20-F0151-A1
Base Contract Effective Dates:	December 1, 2020 through April 30, 2021
Extended Contract Dates:	December 11, 2021 through March 27, 2022
Existing Contract Value:	\$57,438
Amendment Amount:	\$57,438
New/Total Amount Contract Value:	\$114,876
Procurement Method:	NA
Funding Sources:	SMHG Management/Powder Mountain

ALTERNATIVES:

Do not enter into an agreement with SMHG Management/Powder Mountain and forego revenue and ridership

FISCAL IMPACT:

Additional \$57,438 in operational revenue

ATTACHMENTS:

1. Amendment 1
2. Contract

**SKI BUS SERVICE AGREEMENT
SMHG Management LLC
RENEWAL AMENDMENT No. 1**

Background:

- A. Utah Transit Authority and SMHG Management LLC entered into a Ski Bus Service Agreement on December 1, 2020, to provide the opportunity for public transit for patrons and employees to reduce congestion, improve air quality and limit the use of motor vehicles.
- B. Both Parties desire to extend the agreement for an additional year.

RENEWAL Amendment:

- 1. Utah Transit Authority and SMHG Management LLC hereby agree to extend the Ski Bus Service Agreement described above for an additional year from December 11, 2021, through March 27, 2022.
- 2. Article 5 of the Agreement dealing with COVID 19 is hereby deleted.
- 3. The Operating Plan shown in Exhibit A shall remain unchanged.
- 4. The base purchase price shown in Exhibit B shall remain unchanged at \$57,438.
- 5. Exhibit C: COVID-19 Service and billing Adjustments is hereby deleted
- 6. All other terms and conditions as well as Exhibit A and B shall remain unchanged.

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IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the last day written below.

UTAH TRANSIT AUTHORITY:

By: Cheryl Beveridge

Title: Acting Chief Operating Officer

Date:

By: Jonathan Salazar

Title: Acting Regional General Manager

Date:

SMHG MANAGEMENT LLC:

DocuSigned by:



By: Mark Schroetel

Title: General Manager

Date: 11/19/2021

Approved:

DocuSigned by:



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Michael Bell

Assistant Attorney General
Counsel for UTA

EXHIBIT A

Weber County Ski Bus Service – Operating Plan

- a. Route. The Ski Bus Service will run route from the Ogden Transit Center, terminating at the Powder Mountain Ski Resort, as shown and depicted on the maps and schedules attached hereto. Buses travelling from the Powder Mountain to the Ogden Transit Center will travel the same routes, in the reverse direction. The routes are depicted on Exhibit 1 hereto.
- b. Stops. The Ski Bus Service will stop at some or all of the following locations:
 - Ogden Transit Center
 - Courtyard by Marriott, Lincoln Ave., North/South bound, Lincoln Ave.
 - Bigelow Hotel, Washington Blvd., North/South bound, Washington Blvd.
 - Hampton and Hilton Hotel, Washington Blvd., North/South bound, Washington Blvd.
 - 12th Street and Washington Blvd., East/West bound
 - Wolf Creek Resort
 - Powder Mountain Ski Resort

The stops are shown on Exhibit 1 hereto.

In the event that snow removal and/or vehicles parked alongside the roadway render any stop and/or Park & Ride lot either unsafe or unworkable, at UTA's sole discretion and determination, then such stops will be eliminated.

- c. Park and Ride Lots. The Ski Bus Service will be served by the following park and ride lots:
 - Rainbow Gardens
 - Eden Park and Ride
- d. Buses. The Ski Bus Service will primarily use buses designed for ski services. UTA reserves the right to use buses that meet the demand per trip and time of day.

EXHIBIT 1

674
To Powder Mountain

To Ogden Station

Ogden Station	24th St & Lincoln Ave	26th St & Grant Ave	25th St & Washington	22nd St & Washington	12th St & Washington	Rainbow Gardens Park & Ride	Eden Powder Mountain Park & Ride	Moose Hollow Condominiums	Powder Mtn Ski Resort
700a	702a	704a	705a	707a	711a	715a	731a	738a	802a
730	732	735	736	738	742	747	804	811	840
830	832	835	836	838	842	847	904	911	940
1200p	1202p	1205p	1206p	1208p	1212p	1217p	1234p	1241p	110p
200	202	205	206	208	212	217	234	241	310
410	---	---	---	---	---	420	435	---	502

* -Trips run only on Peak Service Days.

DESTINATION TIMEPOINTS

Powder Mtn Ski Resort	Powder Mtn Night Skiing Area	Moose Hollow Condominiums	Wolf Creek Drive	Eden Powder Mountain Park & Ride	Rainbow Gardens Park & Ride	12th St & Washington	23rd St & Washington Blvd	25th St & Washington	26th St & Grant Ave	24th St & Lincoln Ave	Ogden Station
130p	132p	152p	154p	159p	217p	222p	228p	230p	231p	233p	237p
* 335	337	357	359	404	422	428	434	436	437	439	443
* 515	517	537	539	544	602	608	614	616	617	619	623
---	930	945	947	951	1006	1010	1014	1016	1017	1019	1023

* -On Peak Service Days, these two trips will each be serviced by two buses because of expected high ridership.

In order to accommodate the arrival of most passengers on this route, express trips may leave early from destination timepoints



SKI BUS SERVICE AGREEMENT
SMHG Management LLC,
a Delaware limited liability company
“Powder Mountain”
2020-2021

This Ski Bus Service Agreement (this “Agreement”) is made effective the 1st day of December, 2020 (the “Effective Date”) by and between SMHG Management LLC, a Delaware limited liability company, whose notice address for purposes of this Agreement is P.O. Box 1119, Eden, Utah 84310 (hereinafter referred to as the “**Sponsor**”) and **UTAH TRANSIT AUTHORITY**, a public transit district, whose notice address for purposes of this Agreement is 669 West 200 South, Salt Lake City, Utah 84101, (“**UTA**”).

RECITALS:

WHEREAS, UTA is a public transit district providing public transit services within the State of Utah;

WHEREAS, Both the Sponsor and UTA recognize the benefits of public transit for individuals, employers and the community for reducing congestion, improving the quality of air and the environment and limiting the amount of real property set aside or dedicated to motor vehicle uses and parking in urban locations;

WHEREAS, Sponsor desires to participate in Ski Bus Service Agreement pursuant to the terms and conditions set forth in this Agreement including Exhibits “A,” “B,” and “C”.

NOW, THEREFORE, in consideration of the mutual covenants, condition and promises as hereinafter set forth, it is mutually agreed as follows:

AGREEMENT:

1. Term. So long as this Agreement has not been earlier terminated in accordance with Section 8 or otherwise in accordance with the terms of this Agreement, this Agreement shall be effective from the Effective Date through and including April 30, 2021.
2. Ski Bus Service. UTA agrees to operate ski bus service on schedules and routes determined by the UTA and Snowbasin based on needs of Snowbasin and on an assessment of ridership demand as compared to resources available. Details can be found in Exhibit A.
3. Pass Recognized as Transit Fare. For the term of this Agreement, a pass issued to an authorized user under this Agreement, when displayed together with valid photo identification upon request, shall be recognized as valid fare on UTA TRAX trains and

regular UTA buses connecting to Ski Bus Service provided the authorized user taps on and taps off. In the event the Sponsor desires to include additional authorized UTA services within this Agreement, the Sponsor may request in writing by emailing kkunkel@rideuta.com. The Sponsor acknowledges that adding additional authorized services to this Agreement may result in an increase in price to the base purchase price referenced in Exhibit B (the “Base Purchase Price”) and, in such case, the parties agree to renegotiate the financial terms of this Agreement in good faith based on actual costs incurred as a result of the additional services.

4. Cost and Payment. In consideration of the obligations each party has assumed under the terms of this Agreement, Sponsor shall pay to UTA the applicable Base Purchase Price amount for each year during the Term as described in Exhibit B Payment shall be made in 3 equal installments, and UTA will invoice the Sponsor on January 1, February 1, and March 1 of each contract year. Payment shall be due within thirty (30) days after the invoice date.
 - a. UTA shall charge a one percent (1%) per month late fee on balances due under this Agreement that remain unpaid for more than thirty days (30) days.
 - b. UTA is entitled to one hundred percent (100%) of the advertising revenues generated from any advertising placed on any transit vehicle and all fare box revenue generated by the service.
5. Covid-19.
 - a. Service: Notwithstanding anything to the contrary set forth in Section 4, for Year 1 of the contract only based upon the unforeseen circumstances of the Covid-19 pandemic: (i) the parties may jointly determine that limited service is warranted; or (ii) Sponsor may request service to be temporarily suspended. If the parties agree to reduce service or if Sponsor requests service to be temporarily suspended, then the Base Purchase Price will be adjusted on a weekly basis in accordance with the reduced rate of service.
 - b. Billing: For Year 1, UTA will invoice Sponsor for service provided in the preceding month at the weekly Base Purchase Price multiplied against the total weeks or prorated weeks in the month as described in Exhibit C. UTA will invoice the Sponsor no later than the 8th day of each the month beginning in January 2021. Payment shall be due within thirty (30) days after the invoice date.

6. Confiscation and Unauthorized Use of Pass. UTA shall have the right to confiscate a pass at any time (without notice to the Sponsor) from any person who UTA reasonably believes is not an authorized user or if UTA reasonably believes the pass has been duplicated, altered, or used in an unauthorized way. UTA will immediately deactivate confiscated passes and notify the Sponsor. If the pass is an Sponsor-provided card, UTA will return it to Sponsor.

7. Reporting
 - a. Partner Website. The UTA agrees to provide the following information to Sponsor through www.tap2rideuta.com which may be accessed by Sponsor at any time: (1) Ridership- parameters include a date range with trip counts by pass number or service type; (2) active passes- a count of total active passes; (3) pass Summary- the current status of each pass, the pass number, and property field to the extent completed by Sponsor; and (4) action history- a summary of all changes made to passes. Sponsor may access this information at www.tap2rideuta.com by selecting “reports.”
 - b. Additional Ridership Data. Subject to Utah Code 17B-2a-815(3)(a), which limits the type of ridership data UTA may disclose to third party Sponsors, the UTA will provide additional Authorized User ridership data to Sponsor upon request. Requests for additional ridership data must be emailed to passprograms@rideuta.com.
 - c. Sponsor Data. Sponsor agrees to identify the type of each pass issued (employee or season pass-holder) in the property fields on the UTA Third Party Partner Website or the bulk import spreadsheet. UTA encourages Sponsor to provide additional information in the property fields of the UTA Partner Website or bulk import spreadsheet so that the parties can obtain more comprehensive ridership data in connection with the Ski Bus Service.
 - d. Annual Ridership Report. The UTA will provide Sponsor with an annual written or electronic report summarizing the service provided under the terms of the Agreement. UTA can also provide Sponsor with a breakdown of EFC pass usage if Sponsor provides pass holder information through bulk import.
 - e. Non-Connecting Service Report. The UTA will provide Sponsor with a weekly report summarizing card holder use on non-connecting service under the terms of the Agreement.

8. Termination. This Agreement may be terminated with or without cause by either party by providing thirty (30) days advance written notice of termination. In the event the Agreement is terminated after UTA begins Service, the amount owed under this Agreement shall be prorated based on the number of days UTA provided the Service.

9. Modification of Agreement. This Agreement may be supplemented, amended, or modified only by the mutual agreement of the parties. No supplement, amendment, or modification of this Agreement shall be binding unless it is in writing and signed by the parties.
10. Indemnification. UTA is a governmental entity under the Utah Governmental Immunity Act of the Utah Code, Section 63G-7-101 et seq. 1953 (as amended) (hereinafter, the “Act”). Nothing in this Agreement shall be construed to be a waiver by either UTA of any protections, rights, or defenses applicable under the Act. It is not the intent of either party to incur by contract any liability for the negligent operations, acts, or omissions of the other party or any third party and nothing in the Agreement shall be so interpreted or construed. In the event of any conflict or inconsistency between the provisions of this section and any other provisions of this Agreement, the provisions of this section shall prevail.
11. Default. If either party fails to perform any of the terms and conditions of this Agreement, upon fifteen (15) days’ notice of such failure to perform, the non-defaulting party may terminate this Agreement.
12. Attorney’s Fees. The defaulting party agrees to pay the non-defaulting party’s costs and reasonable attorney’s fees in the event such are incurred to enforce any of the provisions of this Agreement.
13. Assignment. No party shall have the right to assign its right and obligations hereunder without the express written consent of the other parties.
14. Non-discrimination. The parties agree that they shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, on the basis of race, color, national origin, disability, sex, or age in accordance with the requirements of 49 U.S.C. 5332.
15. Relationship of the Parties. The relationship between the parties is an arms-length contractual relationship and is not fiduciary in nature. Nothing contained in this Agreement will be deemed to create an association, partnership, or joint venture between the parties, give rise to fiduciary duties, or cause any of the parties to be liable or responsible in any way for the actions, liabilities, debts or obligations of the other party. The parties shall not have any right, power, or authority to make any representation or to assume or create any obligation, whether express or implied, on behalf of the other party(ies), or to bind the other party(ies) in any manner.
16. Severability. If any part or provision of this Agreement is found to be prohibited or unenforceable in any jurisdiction, such part or provision of this Agreement shall, as to such

jurisdiction only, be inoperative, null and void to the extent of such prohibition or unenforceability without invalidating the remaining parts or provisions hereof, and any such prohibition in any other jurisdiction. Those parts or provisions of this Agreement, which are not prohibited or unenforceable, shall remain in full force and effect.

17. Authorization. The persons executing this Agreement on behalf of a party represent and warrant that they are duly authorized and empowered to execute the same, that they have carefully read this Agreement, and that this Agreement represents a binding and enforceable obligation of such party.
18. Governing Law and Venue. This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions. If either party brings against the other party any proceeding arising out of this Agreement, then that party may bring that proceeding only in the Third District Court in the State of Utah or the United States District Court for the District of Utah if there is federal subject matter jurisdiction.
19. Notice or Demands. Any notice or demand to be given by one party to the other shall be given in writing per personal service, express mail, Federal Express, or any other similar form of courier or delivery service, or mailing in the United States Mail, postage prepaid, certified, return receipt requested and addressed to such party as follows:

If to SMHG Management LLC

Sponsor:	SMHG Management LLC
ATTN:	Mark Schroetel
Address:	P.O. Box 119
Address 2:	
City, State, Zip	Eden, Utah 84310

If to UTA:

Utah Transit Authority
ATTN: Kensey Kunkel
669 West 200 South
Salt Lake City, Utah 84101


Either party may change the address at which such party desires to receive notice on written notice of such change to any other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed; provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

20. Counterparts; Electronically Transmitted Signatures. This Agreement may be executed in counterparts, each of which shall be deemed an original, and all such counterparts shall constitute one and the same Agreement. Signatures transmitted by facsimile and/or e-mail shall have the same force and effect as original signatures.


(The remainder of this page intentionally left blank; signature page to follow)


IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year first above written.

UTAH TRANSIT AUTHORITY:

DocuSigned by:
 Date 11/18/2020
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By:
Title:

SMGH MANAGEMENT LLC:

DocuSigned by:
 Date 11/20/2020
C7CA41AA8D2642C...
By: Mark Schroetel
Title: Authorized Signatory

DocuSigned by:
 Date 12/2/2020
D453D7B9F73D44C...
By:
Title:

Approved As To Form:

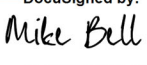
DocuSigned by:
 11/21/2020
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UTA Legal Counsel

EXHIBIT A
WEBER COUNTY
SKI SERVICE OPERATING PLAN 2020/21

A. Route. The Ski Bus Service will run route from the Ogden Transit Center, terminating at the Powder Mountain Ski Resort, as shown and depicted on the maps and schedules attached hereto. Buses travelling from the Powder Mountain to the Ogden Transit Center will travel the same routes, in the reverse direction. The routes are depicted on Exhibit 1 hereto.

B. Stops. The Ski Bus Service will stop at some or all of the following locations:

- Ogden Transit Center
- Courtyard by Marriott, Lincoln Ave., North/South bound, Lincoln Ave.
- Ben Lomond Hotel, Washington Blvd., North/South bound, Washington Blvd.
- Hampton and Hilton Hotel, Washington Blvd., North/South bound, Washington Blvd.
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- Wolf Creek Resort
- Powder Mountain Ski Resort

The stops are shown on Exhibit 1 hereto.

In the event that snow removal and/or vehicles parked alongside the roadway render any stop and/or Park & Ride lot either unsafe or unworkable, at UTA's sole discretion and determination, then such stops will be eliminated.

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- Rainbow Gardens
- Eden Park and Ride

D. Buses. The Ski Bus Service will primarily use buses designed for ski services. UTA reserves the right to use buses that meet the demand per trip and time of day.

EXHIBIT 1

674
To Powder Mountain

To Ogden Station

Ogden Station	24th St & Lincoln Ave	26th St & Grant Ave	25th St & Washington	22nd St & Washington	12th St & Washington	Rainbow Gardens Park & Ride	Eden Powder Mountain Park & Ride	Moose Hollow Condominiums	Powder Mtn Ski Resort
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200	202	205	206	208	212	217	234	241	310
410						420	435		502

DESTINATION TIMEPOINTS

Powder Mtn Ski Resort	Powder Mtn Night Skiing Area	Moose Hollow Condominiums	Wolf Creek Drive	Eden Powder Mountain Park & Ride	Rainbow Gardens Park & Ride	12th St & Washington	22nd St & Washington	25th St & Washington	26th St & Grant Ave	24th St & Lincoln Ave	Ogden Station
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★ 515	517	537	539	544	602	608	614	616	617	619	623
----	930	945	947	951	1006	1010	1014	1016	1017	1019	1023

★ -On Peak Service Days, these two trips will each be serviced by two buses because of expected high ridership.

In order to accommodate the arrival of most passengers on this route, express trips may leave early from destination timepoints

※ -Trips run only on Peak Service Days.

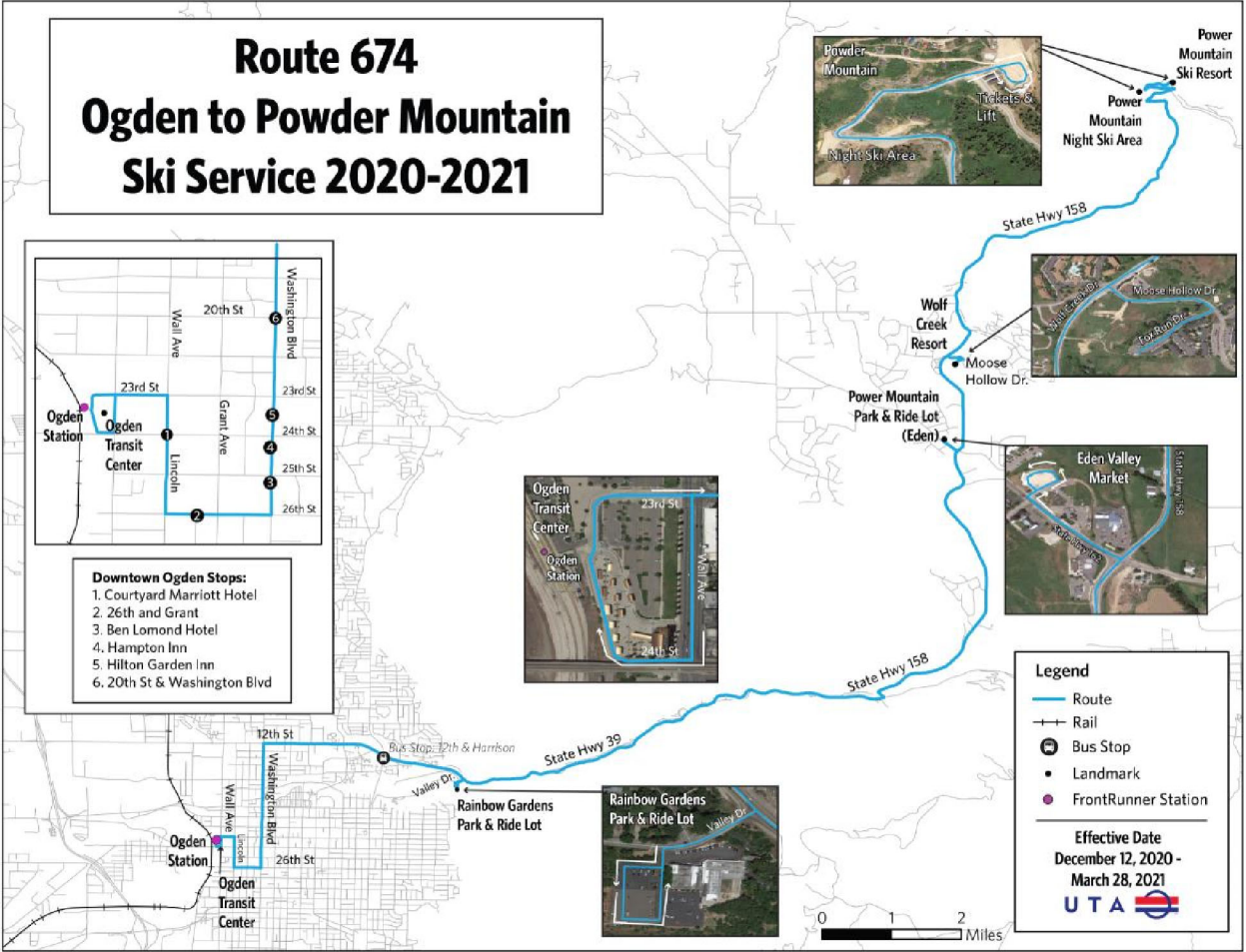


EXHIBIT B
BASE PURCHASE PRICE

Contract Year	Term Dates	Base Purchase Price
Y1	November 1, 2020- April 30, 2021	\$57,438

EXHIBIT C
COVID-19 SERVICE
AND BILLING ADJUSTMENTS

	Base Purchase Price	\$ 57,438
B	Weeks in The Ski Season	18
C	Weekly Base Purchase Price (A/B)	\$ 3,191

Service %	Weekly Base Purchase Price
100%	\$3,191
75%	\$2,393
50%	\$1,596
25%	\$798
0%	\$0

*The service percentage will be based on actual service % performed and may vary from percentages shown above



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): William Greene, Chief Financial Officer
Megan Waters, Community Engagement Manager

TITLE:

UTA 2022 Final Budget and Public Engagement Report

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

Each year, the Authority is required to prepare an operating and capital budget for the succeeding year. After consultation with the Board of Trustees, and in accordance with Utah Code 17B-1-702 and 17B-2a-801, the Executive Director has prepared the Final 2022 Budget for Board review.

DISCUSSION:

The Board of Trustees and UTA staff discussed and set 2022 budget priorities and timelines earlier this year. Long-term financial planning assumptions were reviewed by the Board of Trustees.

Over the first half of 2021, the Board of Trustees and UTA staff reviewed 2021 program delivery, and current operating environment including economic conditions, revenue projections, and the organization's strategic framework to support near and long-term public transportation needs in the Region.

Using 2021 existing operating budgets as a starting point, the organization updated inflationary assumptions for labor, fuel and other expenses, eliminated one-time 2021 costs, and annualized the cost of mid-year budget adjustments (August 2021 service changes, technical budget adjustments, etc.). The resulting 2022 base budget or budget target was developed at the department and object of expenditure level.

Using the newly developed strategic framework and informed by discussions with the Board of Trustees, the

organization built on the 2022 base with the selection of prioritized initiatives focused on:

- Financial sustainability (Safeguarding our Future)
- Restoring ridership (Innovate and Integrate our System)
- Keeping the system in a state of good repair (Deliver Excellence)
- UTA's workforce needs (Develop our People)
- Continuous improvement (Deliver Excellence)

At the October 27, 2021 Board of Trustees' meeting, the Board approved the Tentative 2022 Budget. A public hearing was held on November 4, 2021 and the public comment period ran through December 4, 2020.

The Local Advisory Council reviewed and was consulted on the Tentative Budget at their November 17, 2021 meeting. All public and stakeholder comments received to date regarding the 2022 budget have been provided to the Board of Trustees.

Changes from the Tentative to Final 2022 Budget are as follows:

Revenues

Sales Taxes +\$16,600,000

Based on the updated October 2021 Sales Tax Forecast produced by the University of Utah's Economic Development Unit. The continued strength of the Utah economy is evident in this October update. Over the five-year period, the new forecast projects an increase of approximately \$81 million.

Passenger Revenue (\$1,833,000)

The October 2021 Passenger Revenue Forecast reflects slightly lower than projected ridership and revenue than forecast in the tentative budget. This is primarily caused by continuation of the pay-per-trip agreements with UTA's largest commercial contracts.

Other Revenues + \$1,295,000

These are adjustments to revenue from Salt Lake City anticipated for new service contracted for 2022. The largest element, a \$1.7 million increase supports expanded MicroTransit in the City. A reduction of \$475,000 reflects an adjustment to Salt Lake City revenues for Route 1 enhancements.

Investment Income + \$328,000

A formulaic adjustment based on growth in the fund balance and sales tax increases.

Expenditures

Service Additions + \$1,952,000

On October 13, 2021 The Board of Trustees approved expanded MicroTransit service in the Rose Park, Poplar Grove, and Glendale neighborhoods of Salt Lake City. This request funds the estimated cost of \$1.77 million for that service. As previously discussed this service is fully revenue backed by the City.

In response to difficulties hiring Operators in the Salt Lake Business Unit, operations of route 455 was moved to the Ogden Business Unit. The net increase of costs (\$410,000) reflects additional deadhead costs incurred as a result of the move.

The adjustments in this category also reflect savings to FrontRunner and the Timpanogos Business Units associated with

the delayed opening of the Vineyard Station (\$228,000)

Recruitment and Retention + \$1,829,000

In response to difficulties hiring operators to support the upcoming December 2021 service changes and anticipated ongoing difficulties hiring operators, this request includes \$1.466 million to increase the starting wages for all operators in Bus, TRAX, FrontRunner, and Special Services. This change to the pay scale is necessary for UTA to be competitive in the current labor market. A market study of competitor driving positions confirmed the need to adjust the starting wage to help with both attraction and retention efforts. This is especially necessary as the 2022 Budget includes service increases planned for August across modes and Utah's unemployment rate continues to be under 2.3%.

This change also includes the ongoing costs of increasing the overtime rate from time and a half to double time as implemented by the agency in October to meet the demand for operators associated with the December service changes. This increase of \$264,000 will fund the current double time rate through mid-February, 2022.

Part of the strategy to attract and train new Operators includes an "early on-boarding" process that provides a more flexible approach to hiring and certifying new operators. This more flexible approach will provide a robust on-boarding process while trainees are working to obtain their commercial driver's license during the two-week onboarding process. The onboarding program bridges the time between the job offer and when the official training begins. This program was piloted with staff volunteers during fall 2021 and has been successful. The People Office will hire a Training Specialist to support this new ongoing approach (\$99,000).

Fuel and Power Price Increases + \$2,261,000

This change is in response to rising prices for fuel and power across the state, nation, and world. The changes are as follows:

Diesel - increase of 25 cents/gallon - \$1.459 million

Gasoline - increase of 25 cents/gallon - \$227,000

Propulsion Power - increase of 10 cents/service mile - \$428,000

Joint Insurance Trust (Benefits) Adjustment +\$852,000

Per the Collective Bargaining Agreement, UTA contributes an agreed to amount per month, per enrolled employee to an account that is administered by the JIT.

During the Tentative budget development process, the contribution to JIT was not calculated properly for new represented employees added through the 2022 service changes. This adjustment corrects that oversight.

Technical Budget Adjustments +\$177,000

A series of offsetting corrections to the Tentative budget including budget entry errors, changes in budgeted salary and benefit costs, and a one-time addition of \$25,000 for UTA to host an APTA Board Member meeting in 2022.

Capital Budget

Revenues Net Neutral Change in Funding Source

Exhibit A in the Budget Summary enclosed with the Adopted Tentative Budget overestimated the State Contribution to the 2022 Capital Program. The proposed Final Budget reduces the State Contribution by \$2.5 million and increases the UTA Current Year Funding by \$2.5 million.

There are no other changes to Capital revenues or expenses in this request.

ALTERNATIVES:

Discussion item

FISCAL IMPACT:

Proposed changes would increase Operating Costs by \$7,071,000 in 2022 as compared to the Adopted Tentative Budget, and approximately \$35 million over the 5-Year Financial Plan. Approximately \$8.5 million of these 5-Year costs are fully revenue backed by Salt Lake City.

The net increased cost of about \$26.5 million is offset by underruns in the 2021 Operating Budget, increased revenues projected in the October 2021 Sales Tax Forecast update and other adjustments to the financial plan.

ATTACHMENTS:

Final Operating Budget - Exhibit A

Final Capital Budget - Exhibit A

Final Operating Budget - Exhibit B (Operating by Office)

Changes from Tentative Operating Budget - Attachment A

Changes from Tentative Capital Budget - Attachment A

Public Engagement Report

UTAH TRANSIT AUTHORITY
2022 FINAL OPERATING BUDGET
December 8, 2021

Exhibit A

		2022 Final
<u>Revenue</u>		<u>Budget</u>
1	Sales Tax	\$ 435,700,000
2	Federal Preventive Maintenance	59,500,000
3	Passenger Revenue	34,200,000
4	Advertising	1,377,000
5	Investment Income	5,160,000
6	Other Revenues	15,121,000
7	Stimulus Funding	100,100,000
8	Total Revenue	651,158,000
<u>Operating Expense</u>		
9	Bus	120,297,000
10	Commuter Rail	32,050,000
11	Light Rail	57,620,000
12	Paratransit Service	26,221,000
13	Rideshare/Vanpool	3,795,000
14	Operations Support	61,633,000
15	Management & Support	51,147,000
16	Planning/Capital Support	9,394,000
17	Non-Departmental	1,000,000
18	Total Operating Expense	363,157,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>		
19	Principal and Interest	144,837,000
20	Bond Service Utah County for UVX BRT program	3,374,000
21	Contribution to Reserves	15,904,000
22	Transfer to Capital	123,886,000
23	Total Debt Service and Reserves	288,001,000
24	Total Expense	\$ 651,158,000

**UTAH TRANSIT AUTHORITY
2022 FINAL CAPITAL BUDGET
December 8, 2021**

Exhibit A

<u>Funding Sources</u>		<u>2022 Final Budget</u>
25	UTA Current Year Funding	\$ 123,886,000
26	Grants	44,291,000
27	Local Partner Contributions	10,603,000
28	State Contribution	33,446,000
29	Leasing	15,832,000
30	Total Funding Sources	<u>228,058,000</u>
 <u>Expense</u>		
31	State of Good Repair	71,338,000
32	Depot District	32,562,000
33	Ogden/Weber BRT	25,465,000
34	Front Runner Forward	15,000,000
35	Mid Valley Connector	10,000,000
36	TIGER Program of Projects	8,206,000
37	Other Capital Projects	65,487,000
38	Total Expense	<u>\$ 228,058,000</u>

UTAH TRANSIT AUTHORITY
2022 FINAL OPERATING BUDGET
December 8, 2021

Exhibit B

<u>Revenue</u>		<u>2022 Final Budget</u>	
1	Sales Tax	\$ 435,700,000	
2	Federal Preventive Maintenance	59,500,000	
3	Passenger Revenue	34,200,000	
4	Advertising	1,377,000	
5	Investment Income	5,160,000	
6	Other Revenues	15,121,000	
7	Stimulus Funding	100,100,000	
8	Total Revenue	\$ 651,158,000	
<u>Operating Expense</u>			<u>FTE</u>
9	Board of Trustees	\$ 2,702,000	13.4
10	Executive Director	8,490,000	41.5
11	Operations	275,648,000	2,286.2
12	Finance	14,646,000	113.5
13	Service Development	7,783,000	56.0
14	Planning & Engagement	14,884,000	73.2
15	Enterprise Strategy	22,525,000	115.0
16	People	15,479,000	84.0
17	Non-Departmental	1,000,000	
18	Total Operations	363,157,000	2,782.8
19	Debt Service	148,211,000	
20	Contribution to Reserves	15,904,000	
21	Contribution to Capital Budget	123,886,000	
22	Total Final 2022 Operating Expense	\$ 651,158,000	

UTAH TRANSIT AUTHORITY
CHANGES FROM TENTATIVE OPERATING BUDGET
December 8, 2021

Attachment A

		2022 Tentative	Revenue Backed		Recruitment &	Fuel & Power	Technical	
		Budget	Service	Service Adjustments	Retention	Price Increases	JIT Adjustments	Budget
Revenue								2022 Final Budget
1	Sales Tax	\$ 419,100,000						\$ 16,600,000
2	Federal Preventive Maintenance	59,500,000						
3	Passenger Revenue	36,033,000						(1,833,000)
4	Advertising	1,370,000						7,000
5	Investment Income	4,832,000						328,000
6	Other Revenues	13,826,000	1,770,000					(475,000)
7	Stimulus Funding	100,100,000						
8	Total Revenue	634,761,000	1,770,000	-	-	-	-	14,627,000
Operating Expense								
9	Bus	116,830,000		410,000	1,240,000	1,037,000	780,000	
10	Commuter Rail	31,721,000		(228,000)	60,000	450,000	47,000	
11	Light Rail	56,900,000			280,000	450,000		(10,000)
12	Paratransit Service	25,888,000			150,000	183,000		
13	Rideshare/Vanpool	3,705,000				90,000		
14	Operations Support	61,525,000				37,000	25,000	46,000
15	Management & Support	49,140,000	1,770,000		99,000	14,000		124,000
16	Planning/Capital Support	9,377,000						17,000
17	Non-Departmental	1,000,000						
18	Total Operating Expense	356,086,000	1,770,000	182,000	1,829,000	2,261,000	852,000	177,000
Debt Service, Contribution to Reserves, and Transfer to Capital								
19	Principal and Interest	144,340,000						497,000
20	Bond Service Utah County for UVX BRT	8,872,000						(5,498,000)
21	Contribution to Reserves	16,400,000						(496,000)
22	Transfer to Capital	109,063,000						14,823,000
23	Total Debt Service and Reserves	278,675,000	-	-	-	-	-	9,326,000
24	Total Expense	\$ 634,761,000	\$ 1,770,000	\$ 182,000	\$ 1,829,000	\$ 2,261,000	\$ 852,000	\$ 9,503,000

**UTAH TRANSIT AUTHORITY
CHANGES FROM TENTATIVE CAPITAL BUDGET
December 8, 2021**

Attachment A

		2022 Tentative	Technical	
		Budget	Budget	
<u>Funding Sources</u>			Adjustments	2022 Final Budget
25	UTA Current Year Funding	\$ 121,386,000	\$ 2,500,000	\$ 123,886,000
26	Grants	44,291,000	-	44,291,000
27	Local Partner Contributions	10,603,000	-	10,603,000
28	State Contribution	35,946,000	(2,500,000)	33,446,000
29	Leasing	15,832,000	-	15,832,000
30	Total Funding Sources	228,058,000	-	228,058,000
<u>Expense</u>				
31	State of Good Repair	71,338,000		71,338,000
32	Depot District	32,562,000		32,562,000
33	Ogden/Weber BRT	25,465,000		25,465,000
34	Front Runner Forward	15,000,000		15,000,000
35	Mid Valley Connector	10,000,000		10,000,000
36	TIGER Program of Projects	8,206,000		8,206,000
37	Other Capital Projects	65,487,000		65,487,000
38	Total Expense	\$ 228,058,000	\$ -	\$ 228,058,000

2022 Tentative Budget Public Comment Summary

Updated 12/2/21

Public Comments

Stakeholders:

UTA received 7 responses from stakeholders confirming receipt of the Tentative 2022 Budget materials (signature sheets can be found in Appendix 1):

- Alta - objection
- Cedar Hills – no objection
- Davis County – no objection
- Mapleton – no objection
- Orem – no objection
- Roy – no objection
- WFRC

3 comments/questions from stakeholders were also submitted:

1	<p><i>Alta</i></p> <p>I DO have objections to the tentative budget. It seems misguided to me, despite UTA receiving nearly 1/3 of its income from bus services, increases to service over the next 5 years are NOT concentrated in that mode of transportation. I suggest Bus service be extended and expanded: include non-ski season buses in the canyons. Hiking, and other uses abound. Also, lengthen the hours of operations so that employees can take the bus rather than their personal vehicles. Additionally, investigate using non-polluting buses rather than diesel, as you have in North Salt Lake. I applaud the electric buses that are in-service and are expanding in UTA's fleet; keep that going. Air quality is crucial to our quality of life throughout Utah and the West.</p>
2	<p><i>Utah County</i></p> <p>How is the public notified and invited to attend public comment as they may choose?</p>
3	<p><i>WFRC</i></p> <p>Thank you for providing this information. The budget - and budget materials - seem well constructed.</p> <p>The increase in your sales tax revenues is remarkable -- over a five-year period from \$245M to \$419M!</p> <p>One question I/we have that's not clear to us is how the \$390M in federal stimulus funds have been used (to this point). Those funds exceeded the losses in revenues from fares and advertising and one-year decrease in federal preventive maintenance (why did that happen?). It doesn't seem that the expenses increased, nor did reserves or debt service payments.</p> <p>We're excited about the opportunities for the \$20M in partner funds. We are discussing that internally and will be back in touch in the near future with potential concepts.</p>

Public:

5 comments from members of the public were received regarding the 2022 Tentative Budget (as of 12/1/21).

1	<p><i>George Chapman</i></p> <p>Implement \$1 fare for buses to research the real fare elasticity. You may find it is better for ridership and revenue.</p>
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	<p>Enforce mask mandates. 50% of buses that I have ridden in the last month have had riders without masks.</p> <p>If UTA wants more than a 4% increase in ADA riders, put a bigger canopy from the shelters over the sidewalk to near the bus stop curb. Tell drivers to actually get 6 inches from the curb and enforce/ticket those who make it hard to get to the curb (200S at 870E is a big problem).</p> <p>Put in real time bus arrivals at the stop. Watch how often riders at stops step into the street to see if the bus is coming.</p> <p>UTA would get better ridership increases with electric bus implementation. I remind UTA that your predictions on ridership have been way off. The predicted ridership for 35MAX was over 5000 but was 3200. S-Line promised 5000 but got 1300/day. Airport was predicted to be over 5000 a day but was around 1100 a day before the pandemic. Recognize that when people see the significant pollution increase from FrontRunner double tracking with the predicted 7500 more riders a day, there will be a big backlash. And pollution increases from removing 2 lanes of traffic for BRTs in order to get 2000 riders a day onto UTA vehicles is not decreasing pollution.</p> <p>UTA also increases pollution by backing up traffic by waiting in the travel lane! The worst increase in pollution is the 500 East bus that may be forced to drive 5MPH southbound! Clean diesels need higher speeds to be clean.</p> <p>And the noise of buses in canyons is a big complaint from residents and users. Buy more electric buses and use them in the sound constrained canyons.</p> <p>UTA should not go into TOD joint development but should rent properties to developers like many other transit agencies.</p> <p>The depot district bus garage is going to quickly be out of date and inefficient since the outlying areas deserve the bus garages, smaller bus garages and electric buses. UTA should stop pouring money into this gold plated elephant.</p> <p>Stop covering up windows and operating buses like above ground subways.</p> <p>And I still think BRT seating is unsafe.</p>
2	<p><i>Cali McMurtrey</i></p> <p>I am disappointed to not see the removal of fares in your budget. It accounts for only 5.7% of revenue, and fares prevent the most vulnerable and those most in need from riding transit. As a landlord I have seen this with my tenants. As Covid hit hard at the most vulnerable in our population, I think this should be a priority. The first two weeks of a job don't have a paycheck, but still require transit. If someone cannot get to their job they cannot get that paycheck. I used to find it incomprehensible that a bus fare would prevent people from a job until I saw it firsthand. I now let my tenant use my farepay card. Either way someone pays - either private people (like me) stepping in, or loss of tax income because my tenant can't get a job or can only get one of the few jobs (if any) in walking distance).</p> <p>If UTA is to serve the public interest, then it must serve the most vulnerable populations, those most in need of transit. I would like to see the budget revised to remove fares. If it can be removed in part (for the airport service, for Salt Lake City) it can be removed in full. I have full faith that UTA can still accomplish meaningful</p>

	goals with 94% or more of its budget, but the most meaningful goal is helping those in need to get back on their feet through empowering them through transportation.
3	<p><i>Joshua Prettyman</i></p> <p>I would love to see more service on frontrunner and an extension further south. At least to Payson. It would open up a lot of possibilities.</p>
4	<p><i>Logan Millsap</i></p> <p>Advertisements that cover the windows of buses severely degrade the rider experience. Looking through ad mesh is worse than looking through a filthy, grimy window. They makes buses feel dim and cave-like. They block the view, making the journey less pleasant (and contributing to motion sickness for some riders). And at night they make it nearly impossible to see out of the windows in order to know where you are (more than once I have missed my stop due to this issue).</p> <p>It says to riders, "The people outside the bus viewing this ad are more important than the people inside the bus trying to see through this ad."</p> <p>Advertising provides only 0.2% of UTA's operating revenue, which I think is a poor return for the negative effect it has on riders' experience. Why should we expect anyone to willingly choose transit if they can't even see out of the windows?</p> <p>I understand that 0.2% is still a sizable amount in dollars. I request that in future, advertisements simply not be allowed to cover the windows. They should be placed below the window line.</p>
5	<p><i>Linda Kemmer</i></p> <p>I got an email about the 2022 budget and wanted to chime in. What is happening with the 5600 west/mountain view corridor transit project? For a long while I've seen a UTA sign (similar to what I see near trax stations/bus depots) on the east side of the 5600 w/3500 s intersection. Is that part of this transit project? Please fill me in. Is TRAX going to be extended to 5600 W??? I WOULD LOOOVE THAT. I would take trax so much more if it went to 5600 west.</p> <p>Also, I have taken some photos of the two bus stops nearest my home. I wanted to submit some feedback regarding these two stops. Is this the email I can send those pictures to or is it another email? I've been wondering if I need to send them to UDOT as well since part of my idea/feedback involves adding a crosswalk that isn't currently there. Again, I'd take the BUS even more if I could easily cross the street to get to the eastbound stop.</p>

UTA Tentative 2022 Budget - Signature Sheet

I, Margaret Bourke, representing myself as one resident & a Councilwoman from the Town of Alta,

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

I have reviewed the tentative budget as required by Utah Code 17B-1-702 and

have ~~no~~ objection to the tentative budget as presented.

Signature: Margaret Bourke

Date: November 29, 2021

Printed Name: Margaret Bourke

Title: Councilwoman Town of Alta

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

I DO have objections to the tentative budget. It seems misguided to me, despite UTA receiving nearly 1/3 of its income from bus services, increases to service over the next 5 years are NOT concentrated in that mode of transportation. I suggest Bus service be extended and expanded: include non-ski season buses in the canyons. Hiking, and other uses abound. Also, lengthen the hours of operations so that employees can take the bus rather than their personal vehicles. Additionally, investigate using non-polluting buses rather than diesel, as you have in North Salt Lake. I applaud the electric buses that are in-service and are expanding in UTA's fleet; keep that going. Air quality is crucial to our quality of life throughout Utah and the West.

UTA Tentative 2022 Budget - Signature Sheet

I, Denise Andersen, representing Cedar Hills,

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

I have reviewed the tentative budget as required by Utah Code 17B-1-702 and
have no objection to the tentative budget as presented.

Signature: Denise Andersen

Date: 11/16/21

Printed Name: Denise Andersen

Title: Mayor, Cedar Hills

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2022 Budget - Signature Sheet

I, Bob Stevenson, representing Davis County,

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

I have reviewed the tentative budget as required by Utah Code 17B-1-702 and

have no objection to the tentative budget as presented.

Signature: 

Date: 11/22/21

Printed Name: Bob Stevenson

Title: Chair Davis County Commission

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2022 Budget - Signature Sheet

I, Cory Branch, representing Mapleton City,
have received a copy of the Utah Transit Authority's Tentative Budget for 2022.
I have reviewed the tentative budget as required by Utah Code 17B-1-702 and
have no objection to the tentative budget as presented.

Signature: Cory Branch

Date: 2 December 2021

Printed Name: Cory Branch

Title: City Administrator

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

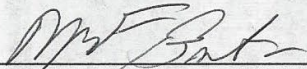
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2022 Budget - Signature Sheet

I, MAYOR BRUNST, representing CITY OF OREM

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

I have reviewed the tentative budget as required by Utah Code 17B-1-702 and
have no objection to the tentative budget as presented.

Signature: 

Date: 10/30/21

Printed Name: RICHARD F BRUNST

Title: MAYOR OF OREM

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2022 Budget - Signature Sheet

I, ROBERT DANDOOY, representing Roy City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

I have reviewed the tentative budget as required by Utah Code 17B-1-702 and

have no objection to the tentative budget as presented.

Signature: 

Date: 18 Nov 2021

Printed Name: ROBERT E. DANDOOY

Title: MAYOR, Roy City.

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 12/8/2021

TO: Board of Trustees
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Mary DeLoretto, Interim Executive Director
PRESENTER(S): Carlton Christensen, Chair of the Board of Trustees

TITLE:

Strategy Session to Discuss Collective Bargaining

AGENDA ITEM TYPE:

Closed Session

RECOMMENDATION:

Approve moving to closed session for discussion of collective bargaining.

BACKGROUND:

Utah Open and Public Meetings Act allows for the Board of Trustees to meet in a session closed to the public for various specific purposes.

DISCUSSION:

The purpose for this closed session is:

- Strategy session to discuss collective bargaining